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American Railroad Journal.

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Saturday, January 11, 1851.

Indiana.

JEFFERSONVILLE AND COLUMBUS RAILROAD.—We gave not long since the annual report of this Company, which is engaged in constructing a railroad from the flourishing city of Jeffersonville situated on the Ohio River, opposite Louisville, to the town of Columbus, on the Madison and Indianapolis railroad. The above in connection with the last named road will form an almost direct line from Louisville to the capital of Indiana. This road which was projected and which has thus far been constructed, by people along its line for the purposes of local traffic, has recently attracted more attention from the important relation it is destined to bear to the railroads in Indiana already in progress and operation, and to the great leading lines of inter-communication now in progress between the different extremes of the country. The importance of Louisville and Jeffersonville, on the

falls of the Ohio, as shipping points for the produce for a vast section of country is well known; and for this purpose, the terminus of this road at Jeffersonville, possesses remarkable facilities.

In ascending from the Ohio to the Table land of northern Indiana, this road occupies one of the most, if not the most favorable routes that can be found in the State. It is well known that a range of high hills follow the course of the lower Ohio, rendering it very difficult to reach the table lands, without very steep grades. This range of hills, are from 400 to 600 feet high. Columbus is 172 feet above the Ohio at Louisville. The route of the Jeffersonville follows a remarkable depression of this range, and passes it, a no higher elevation than Indianapolis and at a grade of only 26 feet in going from the river, and 23 feet in the direction of traffic. This fact is very favorable both as regards the cheap construction and operation of the road, and marks it out as an appropriate great trunk line from the Ohio to the interior of Indiana, which is now being rapidly covered with a net work of railroads.

While, as we said before, this work has been carried on from considerations of local interests, recent events have given to it a much wider importance. The city of Louisville after remaining for a long time in comparative indifference in reference to railroads, has at length been aroused to a feeling of the necessity of doing something to maintain her position, and to protect herself from the encroachment of her formidable rival, Cincinnati, who, by her numerous lines of railroads, either in operation, or in progress, is seeking to monopolize the trade of Indiana and Kentucky. Louisville to save herself, feels that she must follow the example of her rival—that she must not only throw out railroads into those sections, to whose business she has a right to lay claim, but place herself on the great lines of thoroughfare, through the country.

From the progress of the works of other States, she can now accomplish all that is necessary in this respect, at a comparatively very small cost. To connect herself with the South, she has only to build a railroad to Nashville, Tenn. The Louisville and Lexington will form this connection on the east. Her great avenue to the North must be the Jeffersonville railroad. This will open to her almost every part of Indiana, and ultimately give

her a direct route to Lake Michigan and Chicago. To connect herself with the great lines of railroad running west through the central portions of Ohio and Indiana, she now proposes to aid in the extension of the above road to the Ohio State line, near Union, a distance of 90 miles, thus intersecting with all the roads running west. Such a connection would bring her on the great line of travel north and south, in addition to the increase of local business to be derived from it. For the purpose therefore of aiding the necessary extension she has, after a very careful examination of the subject recently voted the sum of \$300,000 to be applied for the above object. Previous to the action of the authorities, the matter of the subscription was referred to a committee of the city council, composed of Wm. Riddel, John I. Jacobs, and W. P. Brown, from whose report we make the following extracts:

The Jeffersonville Railroad Company were incorporated by the State of Indiana, with perpetual succession with a capital of \$1,000,000, with power to the President and Directors to increase it to the extent of another million, unrestricted as to profits or dividends, with the right to construct a railroad from Jeffersonville to Columbus, and to any other point or points within the State of Indiana.

The company has a right to intersect the road from Madison to Indianapolis at or near Columbus and to run their cars on that portion of the Madison and Indianapolis road north of Columbus upon most favorable terms.

Their road has been located most judiciously for securing cheapness of construction and permanency, combined with the greatest speed, safety and economy in running it. It has thus far been constructed to the best advantage for securing the advantages afforded in location, and it is the intention of the company to finish it upon the plan pursued; and in the opinion of your committee this work will favorably compare with the best railroads in America.

Upon the completion of this railroad to Columbus, Ia., Louisville will be in communication with Indianapolis by railroad, and, through that city, will, early in the spring of 1853, by lines of railroad either completed or in active progress of construction, present the most direct, unbroken railroad connection between the central Ohio river and Boston, New York, Philadelphia and Baltimore, on the Northern Atlantic coast, and be in direct railroad connection with Cincinnati and Pittsburgh, Detroit, Chicago, Galena and St. Louis, as early, if not earlier, than any other city in the valley of the Ohio.

And it may be remarked here, that according to the best information received by your committee, the superiority of location and construction of this

railroad, securing greater speed, safety and economy in running, makes it the best route by which trade and travel from the North seeking the Ohio, or from Kentucky and States South and West of us seeking the North and East and West, can reach their destinations. And when a railroad, well located and constructed from Louisville to Nashville, is completed, placing us in railroad connection with the great railroad system of Tennessee. Alabama, Mississippi, Georgia, South Carolina and North Carolina, in addition to the connections recited as attainable by the completion of the Jeffersonville Railroad Company's enterprise, Louisville would indeed be the great commercial centre of the Mississippi valley.

The projects of the Jeffersonville Railroad Company will not be complete with the finishing of their railroad. Already this company's engineers have surveyed the route for a proposed extension of their railroad from Columbus to Union, a distance of 90 miles, where the Indianapolis and Bellefontaine railroad is intersected by nearly 50 miles less travel than to pursue the road by Indianapolis. This route is reported as singularly favorable for the construction of a railroad at low cost, without curves, and of easy grades and intersects some of the richest and most populous counties in Indiana, all the trade of which has hitherto gone elsewhere, but whose citizens display anxiety to secure so direct a railroad connection with Louisville, and proffer liberal aid toward its construction.

If the importance of this railroad enterprise soliciting our aid may be estimated by the extent, riches and populousness of the country brought into more direct intercommunication with Louisville than any rival above or below us on the Ohio, a glance at the railroad map of Indiana will bear your committee out in claiming that no other road now in construction can compare with this.

Following the railroad from Jeffersonville to Columbus, we find it crosses the counties of Clarke, Scott, Jackson, Bartholomew, Johnson and Marion. The Shelbyville and Rushville and Knightstown roads intersect the counties of Shelby, Rush, Henry and Wayne, and the Bloomington branch runs through the counties of Monroe and Brown.

The railroad from Terre Haute to Indianapolis passes over Vigo, Clay, Putnam and Hendricks counties. The railroad from Lafayette to Indianapolis traverses Tippecanoe, Clinton and Boone counties. Indianapolis to Peru on the Wabash and Erie canal, brings into the list the counties of Miami, Howard, Tipton and Hamilton, and the Bellefontaine road adds Randolph, Delaware, Madison, and Hancock counties; and if we add to all the counties through which the proposed road from Cincinnati to Vincennes runs west of the intersection with the Columbus road, say Knox, Daviess and Lawrence, and we show thirty of the best and most populous counties of our sister State, from which Louisville can be more safely, speedily and cheaply reached by railroad than any other point on the Ohio. Deeming that we have gone far enough to show that the proposed enterprise of the Jeffersonville Railroad Company is of sufficient importance to Louisville to justify the extension of the assistance sought for, your committee will now endeavor to show that this may be done with as entire safety as can be attained in any transaction of such character.

This railroad company are authorized to negotiate loans and issue their bonds to such amount as they may deem necessary, and they are authorized to secure their bonds by pledging by deed of trust, the whole property, revenues, rights, powers, privileges, and franchises granted to the company under the charter, and its various amendments, with power to sell and convey the same (under forfeiture) to the purchaser.

It will be seen by the reports of the company, published 10th September, 1850, that the right of way for the road from Jeffersonville to Columbus has been acquired and is paid for; that about \$170,000 has been expended in construction and equipment of road; that there are uncollected subscriptions of stock for \$253,000; and stock to be issued for work under contract of \$30,000; that they hold real estate, besides road way, to the amount of \$48,000—showing the gross assets of the company to exceed \$500,000. With liabilities on the 10th September, about \$38,000—[now re-

duced to \$15,000]—leaving net assets to the amount of \$562,000—and if the opinion be correct that the unpaid subscriptions are all so far paid as to insure their payment, and if it be stipulated as a condition of the loan that the proceeds of the bonds be expended on the road from Jeffersonville to Columbus, then the security will be of the value of over \$750,000 in property producing handsome profits beyond the interest in the proposed loan, perhaps as productive as any similar property in the Union.

There are now 10 miles of the railroad completed, 6 more will be finished this season, 23 miles more is now ready for the superstructure and the remainder 28 miles is grubbed and cleared ready for grading, so that in all human probability the road may be finished and running from Jeffersonville to Columbus, before the first year's interest on the loan asked for is due, and that interest may be paid out of the earnings of the company; and ere another year's interest is paid the whole road to Union may be in operation.

Since the above report was prepared, we see by the Louisville papers that 14 miles of the road is now in operation, and actively employed by the business along the line.

With regard to the business prospects of the above road every person who will examine a map of Indiana must see that they are not excelled by any road in the country. Louisville is the appropriate mark for a large section of Indiana. To this the above must form the great line. The grades of the road are remarkably adapted to cheap transportation. From their favorable nature, the cost of the road will be only about \$12,000 per mile. Its management is in the hands of men who command not only the entire confidence of the people in Indiana interested in the road, but of the citizens of Louisville. The above company have completed an experimental survey of the line to Union. We understand that the work of construction here will soon be commenced.

From the Merchant's Magazine.

Internal Improvements of the State of New York.

A SKETCH OF THE RISE, PROGRESS, AND PRESENT CONDITION OF INTERNAL IMPROVEMENTS IN THE STATE OF NEW YORK.

Continued from page 16.

The Utica memorial, with the report of Mr. Johnson, and a resolution of the common council of the city of New York, were referred to the canal board by the Assembly on the 4th of March. The papers were submitted to three of the State engineers, John B. Jarvis, Holmes Hutchinson, and Frederick C. Mills, who communicated their views to the canal board in a report dated the 23d of the same month. The canal board referred all these papers to Wm. C. Bouck and A. C. Flagg, to prepare a report for the legislature. The portion of the report which related to the enlargement of the canal was prepared by Col. Bouck, and concurred fully in the opinions expressed by the engineers, in favor of enlarging the Erie canal, in preference to constructing a steamboat or ship canal to Lake Ontario. In regard to the financial arrangements for the relief of the treasury, for the payment of the old debt, and for defraying the expenses of the enlargement without incurring a new debt, Mr. Flagg proposed to add the following paragraph:—

"In urging upon the consideration of the legislature the importance of authorizing, at the present session, such an enlargement of the Erie canal as is conceived to be necessary to adapt it to the increasing trade of the country, the canal board desire to have it distinctly understood, that they do not recommend such an expenditure of money, on this work, as will interfere with the arrangements now in progress for accumulating a sum sufficient to pay the Erie and Champlain canal debt, and for restoring the auction and salt duties to the general fund. At the close of 1837, the auction and salt duties will be restored to the general fund, if the proposed amendment to the constitution should re-

ceive the sanction of the people. After the period alluded to, the net proceeds of the canal tolls will be sufficient to meet the disbursements necessary for improving and enlarging the canal without having recourse to new loans for that purpose."

This was concurred in, and the report was signed by Wm. C. Bouck, S. Van Rensselaer, A. C. Flagg, John A. Dix, Green C. Bronson, Wm. Campbell, and Michael Hoffman.

If the recommendation in regard to the appropriation of the surplus revenues to the enlargement of the Erie canal had been strictly followed, it would have given about \$16,500,000 to that work, from 1837 to 1847, as shown by the report of the Comptroller for the latter year.

The act of the legislature, however, did not appropriate the whole of the surplus canal revenues to the enlargement, but the 9th section provided that after the year 1837, the expenditures for this object should be so limited as to leave from the canal revenues \$300,000 for the use of the treasury. In 1836 this sum was increased to \$400,000.

The act of 1835 also provided, that expenditures on the enlargement should be limited to a sum sufficient to construct the additional locks, and the works connected therewith, &c., until a sufficient sum should have been collected and invested, fully to discharge the Erie and Champlain canal debt.

When the bill was under consideration in the Assembly, Mr. Thorn of Dutchess, moved a substitute for the whole bill, providing that the canal commissioners should have detailed estimates made of the whole work and report the cost to the next legislature. This motion was rejected, and the bill passed by a vote of 86 to 16. In the Senate, Mr. Tracy of Erie, moved to strike out the 9th section, which reserved \$300,000 to the general fund. This motion failed 20 to 5. He also moved to strike out the 10th section, in relation to limiting expenditures to the construction of locks, &c., until a sum was set apart to pay the original debt. This was rejected, 14 to 11; and the bill passed the Senate by 24 affirmative votes, being all the persons present.

The act of 1835 conferred on the canal board the power of determining the dimensions of the canal and locks, and of altering the route of the canal, whenever in their opinion the public interest would be promoted by doing so.

Mr. Hoffman resigned the office of canal commissioner on the 6th of May, and Heman J. Radfield, of Genesee county, was appointed at the close of the session. He declined the office, and Gov. Marcy, in the recess, appointed John Bowman to the vacant place.

A bill passed the Assembly at this session for the construction of the Black River canal. In the Senate an adverse report was made by Levi Beardsley, on the ground that it was inexpedient to engage in new works, "until the public debt is in a measure provided for, unless funds shall be raised for such new appropriation;" adding, that "the canal committee believe the public are not prepared to submit to direct taxation in special reference to an extension of our canal system." And they suggest the propriety of completing the Chenango canal, and testing its productiveness before the State should embark in another work of a similar character, "involving a large expenditure, with an equal amount of lockage."

John F. Hubbard, of the Senate, made a report against commencing the Genesee Valley canal at that time, estimating that the annual expense would exceed the income by more than \$100,000, and adding that "in pursuing our system of internal improvement, we should be careful not so to embarrass our system of finance as to depress the credit of the State, or burden the agricultural interests."

Myndert Van Schaick, chairman of the committee on finance of the Senate, made a report (Doc. 38) in which he reviewed the whole system of finance in relation to the canal and other funds, and recommended a direct tax.

Col. Young introduced a resolution instructing the committee on finance to report a bill for a tax, which was rejected, 14 to 9.

When the act for a new loan for the Chenango canal was under consideration, in the Senate, John W. Edmonds proposed an amendment, that whenever money was required to pay interest on

the sum borrowed, or for repairing the lateral canals, the same should be paid from the treasury, "and the Comptroller shall, on the happening of such contingency, give notice to the several boards of supervisors of the sum required to be levied upon each county to pay the interest accruing annually upon the said stock, and to pay said deficiencies; and the sum required to be raised by each county shall be levied and paid into the treasury." This was rejected 15 to 8.

Previous to the legislative session of 1835, in addition to the Erie and Champlain canals, there had been completed and authorized to be constructed, the following canals:—

The Oswego canal, extending from the Erie canal at Syracuse, to Lake Ontario, 38 miles finished in 1828 at a cost of..... \$565,437.35

The Cayuga and Seneca Canal connecting Cayuga and Seneca Lakes with the Erie canal at Montezuma, 23 miles in length, finished in 1829 at a cost of..... 237,000 00

The Chemung canal, connecting the Chemung River at Elmira with the head of Seneca Lake at Havana, 53 miles, with a navigable feeder of 16 miles more to Knoxville, in all 39 miles, finished in 1833, at a cost of..... 316,000 00

The canal uniting the Crooked Lake at Penn Yan, with the Seneca Lake, at Dresden, 8 miles, finished in 1835, at a cost of..... 120,000 00

The Chenango canal, connecting the Susquehanna River at Binghamton, with the Erie canal at Utica, 96 miles, authorized in 1833 and finished in 1837, at a cost of... 2,417,000 00

The lateral works added 204 miles to the canal navigation of the State, and more than \$3,500,000 to its debt. All these works have a navigable connection with the Erie canal, and are tributaries to its tonnage.

Having reached the period when it was deemed necessary to double the locks and enlarge the prism of the Erie canal to accommodate its increasing trade; and a period also, when the revenues set apart and pledged by the act of 1817 and the constitution of 1821, had accumulated the means necessary to cancel the original debt; it may be interesting to trace from year to year, the rapid increase of revenue derived from tolls, beginning with the navigation on the middle section of the Erie canal in the year 1820, when the sum of \$5,244 34 was received on products transported from the first of July to the close of navigation in December. Besides the above sum there was collected at "the Little Falls of the Mohawk," \$450-56 for the navigation of the works of the Western Island Lock Navigation Company, after the transfer of their rights to the States. The rates from Rome to Little Falls were charged the same per mile as on the middle section. (2d Vol. canal laws, p. 14.)

Previous to the establishment of the canal board in 1826, the canal commissioners appointed the collectors, and fixed the rate of toll to be charged on the canals. The following table shows the whole sum received for tolls during the season of navigation on the Erie canal, and the same for the Champlain canal, from 1820 to 1836, both years inclusive, and also the number of miles of these two canals which were in a navigable condition in each year. In 1820, considerable quantities of lumber, wood, staves, &c., passed from Lake Champlain to the Hudson, but owing to the imperfect navigation, no toll was charged. The amount of toll in the table from the beginning of canal navigation on the middle section of the Erie canal in 1820, to the close of the season of navigation in 1824, is taken from the annual reports of the canal commissioners, who for a portion of this time received the toll from the collectors.

From 1825 to 1836, the sums are taken from the statement of the whole amount of tolls received in each season of navigation appended to the annual reports of the commissioners of the canal fund, commencing with the report made to the legislature of 1826, which embraces the tolls for the season of 1825.

Years.	Miles.	Erie Canal tolls.
1820.....	94	\$5,244 34
1821.....	94	23,001 63
1822.....	116	60,446 89
1823.....	160	126,132 59
1824.....	280	294,546 62
1825.....	333	492,664 23
1826.....	363	677,466 75
1827.....	363	775,919 22
1828.....	363	727,650 20
1829.....	363	707,883 49
1830.....	363	943,545 35
1831.....	363	1,091,714 26
1832.....	363	1,085,612 28
1833.....	363	1,290,136 20
1834.....	363	1,179,744 97
1835.....	363	1,375,821 26
1836.....	363	1,440,539 87

Total..... \$12,297,929 02

Years.	Miles.	Champlain tolls	Total
1820.....	24	\$1,386 84	\$5,244 34
1821.....	24	3,625 44	24,388 47
1822.....	49	26,966 87	64,072 33
1823.....	61	46,214 45	153,099 46
1824.....	64	73,615 26	340,761 07
1825.....	64	84,536 83	566,279 49
1826.....	64	83,341 02	762,003 58
1827.....	64	107,757 08	859,260 24
1828.....	64	87,171 03	835,407 28
1829.....	64	89,053 78	795,054 52
1830.....	64	102,896 23	1,032,599 13
1831.....	64	110,191 95	1,194,610 49
1832.....	64	132,559 02	1,195,804 23
1833.....	64	115,211 89	1,422,695 22
1834.....	64	116,131 10	1,294,956 86
1835.....	64	115,425 24	1,491,952 36
1836.....	64		1,555,965 11

Total..... \$1,296,084 03 \$13,594,013 05

In the first 5 years after the completion of the Erie canal, from 1826 to 1830, the tolls amounted to \$3,832,469 01, averaging \$766,493 80, for each year. The tolls of 1826 being only \$89,027 05 less than the average for the whole term. From 1831 to 1835 the tolls of that canal alone amounted to \$6,023,028 97, averaging \$1,204,605 71, for each of the five years. The average of each year exceeding the amount collected in 1826, by the sum of \$527,139 04. In convention, Doc. No. 73. p. 10, the average annual increase of tolls on the Erie canal for the first ten years after its completion, is given at 9.65 per cent. The difference between the tolls of 1826 and 1835, in the preceding table, is equal to 103 per cent, showing an average annual increase of a fraction more than 10 per cent.

The commissioners in 1820 paid to six collectors for their services, a total sum of \$1,062 50. Joshua Forman, author of the resolution in 1808, for a canal from the Hudson to Lake Erie, and who in 1829 furnished the plan of a safety fund for banking, was the collector at Syracuse in 1820, and received for his services \$250.

The cost of repairs and superintendence, in that year, was \$16,718 64. The Erie tolls for 1821, embrace the tolls received at Rome and Little Falls on the old canal, as well as on 94 miles of the middle section of the Erie canal. There passed Rome, in 1821, 2,731 boats, carrying 44,723 barrels of flour, 43,078 bushels of wheat, 1,061,000 feet of boards, 4,472 barrels of pot and pearl ashes, 48,983 cubic feet of timber, and 2,500 tons of merchandise.

The same year more than 9,500,000 feet of sawed stuff, 260,399 cubic feet of timber, and 142,234 staves passed the Champlain canal. The following year, 1822 the sawed lumber transported on this canal exceeded 15,000,000 feet, with 440,000 cubic feet of timber.

The Erie canal was filled with water from Rochester, 20 miles west of Brockport, on the 10th of October, 1823, and the sum of \$141 13 was received for tolls before the close of the navigation. On the 8th of October, 1823, the first boats passed from the western and northern canals through the junction canal, into the tide-waters of the Hudson at Albany.

This event was celebrated in a suitable manner at Albany. A deputation headed by Wm. Bayard, attended from the city of New York. This

gentleman, who had presided at the meeting for getting up a memorial to the legislature in 1816, made an address, which was replied to by William James on behalf of the Albany Committee. The Mayor of Albany, Charles E. Dudley, congratulated the canal commissioners on the arrival of the first boat; and Mr. Clinton replied to his address in behalf of the board of commissioners.

At the close of the navigation season in 1823 the Champlain canal, 64 miles in length, from the junction to Whitehall, was finished, and the Erie canal was navigable for 280 miles, making a total of 344 miles of canal navigation.

The Erie canal was navigable from Brockport to Lockport, 45 miles, in September, 1824, but in consequence of the condition of the roads from Lockport to the Tonawanta Creek, as stated by the commissioners in the report of 1825, all the property destined for the west left the canal at Brockport.

The legislature at the fall session of 1824, appropriated \$1,000 to improve the road from Lockport west to Pendleton, so as to accommodate the canal business in the spring of 1825; with a portage of about five miles, property passed on the canal and Tonawanta Creek, into the Niagara River, at Tonawanta.

At the close of the year 1836, when the Erie and Champlain canals had been ten years in operation, and had produced about \$13,500,000 in tolls, the fund commissioners had not only paid the cost of constructing these canals, but also the sum of \$3,370,000 for the superintendence, and the following sums on account of the original debt, viz:

For interest on money borrowed... \$5,254,870 70
For principal of canal debt..... 4,433,571 40

Total sum paid on account of debt. \$9,678,442 10

And at the same time there remained in the hands of the fund commissioners, a sum more than sufficient to cancel the whole of the stock then outstanding, which constituted the balance of the original canal debt. This was the result of the ample provision made by the act of 1817 in providing auxiliary funds for the payment of interest; and the unprecedented success of the Erie and Champlain canals, in accumulating revenue from tolls, as shown in the preceding table.

To be continued.

The Rights of Railroad Companies.

In the Morris Co. [New Jersey] Circuit Court, a conductor upon the Morris and Essex Railroad was indicted for assault and battery in turning out of the cars a passenger who refused to pay the additional fare imposed upon by the company when tickets were not purchased at the office. It appeared that no violence was used by the conductor, but he requested the passenger to leave, at the same time placing his hand upon his shoulder. The Court [Judge Ogden] decided that there was no evidence before the jury upon which the Defendant could be lawfully charged with assault and battery; that railroad companies had a right to make all reasonable rules and regulations not only for the promotion and preservation of their own interests and the well ordering of their business, but for the safety, comfort and convenience of the travelling public; that the rule requiring an extra sum to be paid when tickets were not purchased at the office, was a lawful and reasonable rule, and that the company might lawfully expel any passenger who refused to comply with this rule. The Court further held, that the company were not bound to carry any passenger who thus refused to pay the additional fare the number of miles the amount paid would entitle him to be carried, according to the legal rates of the company.

Rates of Toll on the Pennsylvania State Works.

The following important table, says the Philadelphia Ledger, shows that our present efficient board of canal commissioners have made essential reductions in the rates of toll charged upon goods over the State works. This reduction, amounts to about twenty-five per cent of the former tolls on "through freights" and must only tend to increase the receipts on the improvements, by inducing ship-

pers to send freights over the State works that would otherwise be drawn away to New York and the northern route.

Articles.	Canal.	Colum- bia R.	Alle- gheny P. R.R.	Max. tolls on car- go.
Toll per mile per 1000 lbs.	m.	m	c m	\$ cts
Coffee.....4	10	16	1 15	
Oil cake, ground and unground.....3	9	15	75	
Seeds—clover, timothy and all others; also, dried apples and pe- aches.....4	9	15	1 00	
Tobacco, not man.....3	9	15	80	
Deer, buffalo & moose skins.....4	10	16	1 00	
Feathers.....6	12	18	1 50	
Furs and peltries.....8	16	23	2 00	
Hides, dry.....4	12	18	1 30	
Leather, redressed and undressed.....6	12	18	1 20	
Wool and sheeps' pelts.....6	12	18	1 60	
Alum.....4	11	17	80	
Bale rope and bagging.....4	10	16	75	
Hemp, hempen yarn, and hog's hair.....4	10	16	75	
Drugs, medicines, gro- ceries, foreign li- quor, ropes, cordage, rice and confection- ary.....6	12	18	1 75	
Brown sugar hogs- heads going west.....6	12	18	1 00	
Dry goods and new fur- niture.....8	15	21	2 10	
Earthenware, domestic.....4	10	16	1 00	
Hats, caps, boots, shoes and bonnets.....10	17	23	3 00	
Hardware cutlery and oil cloth.....5	11	17	1 50	
Queensware and chi- naware.....5	11	17	80	
Paints, dyestuffs man- ufactured tobacco & turpentine.....5	12	18	1 50	
Tinware.....6	14	20	1 75	
Whiskey.....4	10	16	75	
Anvils and Spanish whiting.....3	8	14	65	
Coal—bituminous and anthracite.....2	7	13	22	
Railroad iron.....3	8	14	50	
Steel.....5	11	17	1 25	
Butter, cheese, lard, lard oil.....3	9	15	85	
Tallow and eggs.....3	9	15	85	
Bacon, pork and beef in bulk, dry and salted, or otherwise; sperm, adamantine candles and soap.....3	9	14	85	
Beef and pork, salted and in pickle.....3	9	15	50	
Fish, salted and fresh.....4	10	16	1 00	
Flour.....4	7	13	35	
Corn meal.....4	7	13	35	
Marble in blocks.....5	7	13	60	
do sawed.....3	8	14	70	
do manufactur- ed.....3	11	17	1 25	
Ashes—pot, pearl, ba- rytes, soda, ash crude brimstone, nitrate & sulphate of soda.....3	8	14	60	
Oil of all kinds, except castor and lard oil.....6	12	18	1 20	
Strawpaper, wrapping paper, binders' boards and slates.....3	9	15	80	
Paper—writing and printing.....7	14	20	1 75	
Tar, pitch and rosin.....2	7	13	60	
Beeswax and ginseng.....6	12	18	1 50	
Saltpetre, crude or oth- erwise.....3	8	14	1 50	

Additional Charge on Maximum Goods.

Resolved, That, upon all articles transported on the improvements of the commonwealth upon which a maximum rate of toll is paid, except coal, there shall be charged, in addition to the said maximum four mills per thousand pounds per mile on the Philadelphia and Columbia Railroad, and ten mills per one thousand pounds per mile on the Allegheny Portage railroad, which additional toll shall be paid at the office issuing the railroad clearance.

Resolved, That coal shipped at maximum rates shall be subject to only one-half of the regular car and wheel toll on the Allegheny Portage and Philadelphia and Columbia railroads, and an additional toll of one and a half mills per thousand pounds on said railroads.

Resolved, That on all coal shipped at less than maximum rates, a drawback shall be allowed of three-fourths of one mill per ton of two thousand pounds per mile. Provided that this drawback shall not be allowed unless the Delaware division of the Lehigh Navigation Company make a corresponding reduction from their rates of toll for 1850.

Toll on Emigrant Passengers.

The toll on each emigrant passenger, conveyed in freight lines over the canals and railroads of the commonwealth shall be as follows:

From Philadelphia to Pittsburg.....\$1 50
From Columbia to Pittsburg.....1 25

The whole toll to be paid at Philadelphia and Columbia.

No toll shall be charged on the car conveying emigrant passengers over the railroads.

Ocean Mail Service.

The Ocean Mail Service of the United States, as in operation on the 1st of October, 1850, is as follows:

1st—New York, by Southampton, England, to Bremerhaven, Germany—distance 3,750 miles—once a month—contracted for by the Ocean Steam Navigation company, C. H. Sand, President, at an annual cost of \$200,000. Under contract with the Postmaster General, agreeably to an act of Congress of 3d March, 1845.

2d—Charleston, S. C., by Savannah, Ga., and Key West, Fla., to Havana, Cuba—distance 669 miles—twice a month—contracted for by M. C. Mordecai, at an annual cost of \$50,000. Under contract with the Postmaster General, agreeably to acts of Congress of March 3d, 1847, and 10th July 1848.

3d—New York, by Charleston, Savannah, and Havana—distance 1,400 miles; New York to New Orleans, La.—700 miles; and from Havana to Chagres, New Granada—1,200 miles—twice a month—contracted for by G. Law, M. O. Roberts, and B. R. McIlvaine, at an annual cost of \$290,000. Under contract with the Secretary of the Navy, agreeably to act of Congress of the 3d March, 1847.

4th—Astoria, Oregon, by San Francisco, California, Monterey, and San Diego to Panama, New Granada—distance, 4,200 miles—once a month—contracted for by W. H. Aspinwall, at an annual cost of \$190,000. Under contract with the Secretary of the Navy, agreeably to act of Congress of 3d March, 1847; semi-monthly services is performed on this route, in connection with route No. 3; the additional compensation therefore remains to be adjusted.

4th—An extension; Panama to Chagres—distance, 60 miles—twice a month—\$30 per trip for first 100 lbs. on each mail, and \$12 for each succeeding 100 lbs. Service is performed by the New Granadian government, under a treaty.

5th—New York to Liverpool, England—distance, 3,100 miles—twice a month for eight months, and once a month the residue of the year—contracted for by E. K. Collins, James Brown, and Stewart Brown, at an annual cost of \$385,000. Under contract with the Secretary of the Navy, agreeably to act of Congress of 3d March, 1847.

6th—New York, by Cowes to Havre, France—distance, 3,270 miles—once every other month—contracted for by the Ocean Steam Navigation company; Mortimer Livingston, agent, at an annual cost of \$74,000. Embraced in the Bremen contract route, No. 1, with the Postmaster General.

Commerce of Philadelphia.

Number of arrivals annually at Philadelphia from 1787 to 1851.

Year.	Foreign.	Coastwise.	Total.
1787....	596	390	986
1788....	411	490	901
1789....	324	376	700
1790....	639	715	1,354
1791....	595	853	1,448
1792* * Embargo.			
1793*			
1794....	618	1,250	1,868
1795....	779	1,228	2,007
1796....	858	1,011	1,869
1797....	641	929	1,570
1798....	459	1,003	1,461
1799....	443	825	1,268
1800....	536	1,051	1,587
1801....	667	1,125	1,792
1802....	653	1,106	1,759
1803....	611	1,064	1,675
1804....	498	1,232	1,730
1805....	547	1,196	1,716
1806....	690	1,232	1,922
1807....	699	1,269	1,968
1808....	298	1,951	2,219
1809....	351	1,683	2,034
1810....	405	1,477	1,882
1811....	500	1,425	1,925
1812....	323	1,549	1,873
1813†... 74† last war.	319		393
1814†... 43	583		626
1815....	487	1,113	1,600
1816....	538	1,101	1,639
1817....	532	1,238	1,770
1818....	576	1,101	1,677
1819....	450	1,046	1,496
1820....	479	877	1,356
1821....	441	913	1,354
1822....	494	1,212	1,706
1823....	482	1,018	1,500
1824....	501	981	1,482
1825....	484	1,195	1,677
1826....	482	1,195	1,679
1827....	469	1,320	1,789
1828....	450	1,247	1,697
1829....	374	2,210	2,584
1830....	415	3,387	3,793
1831....	396	3,262	3,658
1832....	428	2,819	3,277
1833....	474	2,573	3,047
1834....	430	2,686	3,116
1835....	429	3,573	4,002
1836....	421	3,764	4,185
1837....	409	7,476	8,185
1838....	464	10,860	11,324
1839....	521	11,188	11,709
1840....	456	9,706	10,162
1841....	504	9,246	9,750
1842....	454	7,973	8,427
1843....	372	7,659	8,031
1844....	472	7,717	8,189
1845....	387	8,029	8,416
1846....	459	6,018	6,477
1847....	657	18,069	18,726
1848....	542	23,921	24,463
1849....	585	24,594	25,169
1850....	518	27,035	27,553

Tennessee.

Nashville and Chattanooga Railroad.—The Mayor of Charleston recently visited this state, and personally inspected the entire line of the Nashville and Chattanooga railroad. On his return, he made a report to the city council of Charleston, which is published in the papers of that city, and is in the highest degree complimentary to the president and directory of the road. He gives a statement of work upon the whole route, and closes with the following:—

From a review of the affairs of the company and the whole line of work executed and in progress, I have arrived at the following conclusions, in which you, gentlemen, from the foregoing report may probably be disposed to concur.

1st. That the company are both willing and able to complete the entire line from Nashville to Chattanooga, in the shortest possible period consistent with the most approved and substantial construction of the work.

2d. That they have both required and enforced

the use of the most appropriate and durable materials, and at the most economical prices ever obtained upon any railroad.

The road will be ready from Chattanooga to the Tennessee, as soon as the track reaches that river from Nashville, it will take two years to reach that point with the iron. The repairs and bridges on the Tennessee river, will be ready at the same time. You will thus receive the entire road, viz: one hundred and fifty-one and 8 miles of branch to Shelbyville, from Nashville to Chattanooga, as under the old contract, you were to obtain but the first 40 miles from the Tennessee river to Nashville, and at a saving of \$300,000—the first forty miles, it will be remembered, included the tunnel. All the contracts are in good hands—as to the right of way, it is generally yielded 9 cases out of 10, and frequently given out of the best and most valuable lands—the whole of the payments for such right, thus far, do not exceed two hundred dollars. Depot grounds have also been given along the route, each containing from 8 to 10 acres.

The whole cost of the road, including the Tennessee bridge, will amount to about \$2,569,000 in place of \$2,800,000—as originally estimated.

In addition to this the whole cost and carriage of the iron rail, chairs (or clamps) and spikes, amounting to \$420,900, are now bought and paid for by the company, except \$118,000, expected from the city council of Charleston on the 1st December next.

The estimate of the Chief Engineer, in his report of February, 1847, was, for the iron for the railroad.....\$940,000
For iron chairs, spikes and bolts..... 76,000

\$1,016,000

3d. It is, moreover, the manifest policy of the company to press the speedy completion of the superstructure, and the laying of the iron with unabated vigor, so as nearly to apply the income of the road to meet the interest of 6 per cent per annum, required by the 3d section of their amended charter of the 21st July, 1850, to be paid on all subscriptions actually advanced or paid in; there is thus another and a powerful influence to the entire completion and use of the road.

5th. The company have, through the untiring application of its present Chief Engineer and assistants, largely improved upon the original location of the entire line, until it has now secured every possible advantage as to distance, direction grade and cost.

6th. That there is now no probability, whatever of a failure. A delay is only possible, by the death or deposition (either of which would be a serious calamity) of the present president, whose fidelity, energy, intelligence, and perfect familiarity with and aptitude for the practical details and administration of every department of the company, render his continued connection with it indispensable and his services invaluable. This language may be considered as savoring of compliment. I employ it in all sincerity and truth, as eminently due him.

Maine.

Railroad to the Kennebec.—The directors of this road, at their meeting on the 27th ult., located it, to commence at Augusta; thence between Snow's pond and the Kennebec river to Waterville; thence across the Kennebec river at the College slips, and by way of Newport and Carmel to the city of Bangor.

It is understood that the proprietors of the broad gauge road from Waterville to Portland, offer to lease the proposed road from Waterville to Bangor, for a term of years at six per centum upon its cost; and that they are able and willing to furnish adequate security for the payments on their part. This being the case, there can be no doubt that a road from Waterville to Bangor will be speedily accomplished.

It is possible that the proposed road may be leased to, and connected with, the Augusta and Portland road, as well as with the Waterville and Portland road. This is a consummation most devoutly to be wished. It would give passengers a choice of routes after reaching Waterville, and connect the east with the lower Kennebec, as well as with Portland and the west. If this thing can be

brought about, it may be the means of healing up the unfortunate quarrels between the rival roads from Portland to the Kennebec, and thereby render a most important benefit to the interests of the state.

We are assured and believe, that the directors of the Kennebec and Penobscot road, will aid in such an arrangement by all the good offices in their power, and we cannot but hope that it will be brought about, by allowing proper time for propositions to be made and considered.

It may be necessary to change the gauge of the Augusta road to the broad gauge, in order to bring about an entire harmony of interests. That can be done, it is supposed, at a small expense, and will remove serious difficulties hereafter. If we have two systems of road as to gauge in this state, the mischief increases as the systems extend and their points of contact multiply.

The reasons which determined the adoption of the narrow gauge for the Augusta road may have been perfectly satisfactory at the time. But many events have happened, not then foreseen, and the aspect of things is materially changed. It is no case for the indulgence of any mere pride of opinion. The question is, how best to adapt present action to present wants and present interests.

—Bangor Democrat.

The Coal Trade of Boston.

The imports of foreign coal into Boston since 1837 have been as follows:

	Tons.	Chaldrons.
Total, 1850....	6,246	33,081
1849....	12,800	35,133
1848....	5,952	41,079
1847....	4,256	50,653
1846....	5,383	22,476
1845....	13,629	27,674
1844....	7,552	19,067
1843....	5,050	17,800
1842....	11,014	18,460
1841....	12,754	27,187
1840....	9,110	25,753
1839....	5,880	26,277
1838....	10,344	16,661
1837....	11,873	29,691

The imports from America have been from—

	Tons.	Chaldrons.
Philadelphia....	255,470	
Baltimore....	20,813	
Rondout....	9,850	
Portsmouth, R. I....	1,053	
New York....	764	
Norfolk....	182	
Providence....	62	
Georgetown, D. C....	60	
Alexandria....	175	
Richmond....		63,415

Total, 1850....	288,429	63,415
1849....	262,632	20,809
1848....	274,902	58,795
1847....	258,093	158,795
1846....	186,282	127,525
1845....	171,623	284,475
1844....	139,566	170,850
1843....	117,451	150,813
1842....	90,276	121,800
1841....	110,938	124,011
1840....	73,817	92,370
1839....	90,485	144,475
1838....	71,364	107,625
1837....	80,557	109,275

European and North American R.R.

We have much satisfaction in stating that Mr. Morton, who was appointed by the State of Maine to explore a line for a railway from Bangor to Calais, has found a good route for a line, only 95 miles in length, instead of 112 miles, as had been previously anticipated. Mr. Wilkinson, we learn has found a good route from this city to Calais, only 73 miles in length, instead of 95 miles by the Douglas Valley, which was first examined.

The whole length of the European and North American railway, the two extreme points of which are Halifax and Bangor, may now be thus stated:—

Halifax to Baie Verte,	126 miles.
Baie Verte to Shediac,	21 do.
Shediac to St. John,	106 do.
St. John to Calais,	73 do.
Calais to Bangor,	95 do.

Total 423 miles.

There is some reason to believe, that a farther examination of each of the lines mentioned will result in shortening their several lengths, especially between Halifax and Shediac; and there are strong grounds for believing that, the whole length of the great railway when finally located, will scarcely, if at all, exceed four hundred miles! This is nearly one hundred miles shorter than at first contemplated, and cannot fail to be most gratifying to every friend of the enterprise.

Trade and Commerce of Canada.

Comparative statement of the number of vessels and their tonnage, which arrived at the port of Quebec, from sea, and the number of passengers that came out in them, from 1846 to 1850, inclusive—

	Vessels.	Tons.	Passengers.
1846.....	1448	578,104	32,753
1847.....	1179	474,545	97,582
1848.....	1044	426,968	28,261
1849.....	1061	431,953	38,194
1850.....	1479	434,294	32,292

The above includes the vessels that were bound to Montreal, as well as all vessels entering the port.

The number of ships built at the port of Quebec, during the past year were 31; with an aggregate tonnage of 36,000 tons. The number of vessels from ports in the United States, that cleared at that port the past year, is 46; of which 15 were from Whitehall, and 11 from Cleveland, and 11 from Burlington, and 6 from Monroe, Michigan.

Lake Champlain received the past year from the port of St. John, 31,785,940 feet of sawed lumber, and 1,660,000 feet of pine timber. The amount of pine timber exported to England the past year from Quebec was equal to 17,000,000 feet, the amount exported to this country from the St. Laurence is rapidly on the increase, and from that source we must soon draw our supplies. This fact is urged one of the great reasons for reciprocal free trade with the Provinces.

A YEAR'S WORK OF LOCOMOTIVE ENGINES.

The following is an accurate statement of the number of miles run by four engines belonging to the Syracuse and Utica railroad company upon their road for the past year.

The "Garangula," built by Rogers, Ketchum & Grosvenor, ran in the last year 26,394 miles.—The "Osceola," built by the same, ran 25,016 miles. The "Diomed," built by the Messrs. Norris, ran in the same time, 26,552 miles; and the "Hippomenes," built by the same, ran 25,589 miles.

This is a large service for engines; averaging full 80 miles per day for every working day in the year. They are all in first rate order, and in daily service. As it will be interesting to see the number of miles run on other roads, will not some other companies furnish us with a statement of miles run on their roads, by way of comparison?

Massachusetts.

Barre, Boston and Gardiner Railroad.—An adjourned meeting of the stockholders was held at Worcester on Wednesday. The vote was in favor of praying the Legislature for an extension of the charter. The following were chosen directors:—John W. Lincoln, Stephen Salisbury, William A. Wheeler, Mr. Merrifield, Mr. Tower, Worcester; Seth Caldwell, James W. Jenkins, Jr. John Smith, Barre; John Brooks, Princeton; Mr. Hammond, Boston; Mr. Knowlton, Holden.

Lowell Railroad.—Directors for the ensuing year:—Wm. Sturgis, President; George W. Lyman, Eben Chadwick, Francis C. Lowell; Treasurer, J. Thomas Stevenson; Clerk, Thomas P. Tenney.

U. S. Mint.

The Philadelphia American has received from Edward C. Dale, Esq., Treasurer U. S. Mint, the annexed statistics relative to the operations of the mint for the month and year just closed. It will be observed that the receipts of gold have been very large—\$33,150,000, in the aggregate, of which amount California contributed \$31,500,000, an average upwards of \$2,500,000 a month. The coinage in the same period amounts to \$28,206,471, of which the gold coinage was \$27,756,445 50; silver coinage \$409,600; and the copper coinage \$7,948 47.

U. S. MINT, PHILADELPHIA.

Coinage for December, 1850.

Gold coinage—	
189,831 double eagles.....	\$3,796,420 00
45,000 quarter eagles.....	112,500 00
78,098 gold dollars.....	78,098 00
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312,919 pieces	\$3,987,018 00
Silver coinage—	
68,800 quarter dollars.....	\$16,700 00
115,000 dimes.....	11,500 00
290,500 half dimes.....	14,500 00
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784,719 pieces.	\$4,029,718 00
Copper—	
794,847 cents.....	\$7,948 47
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1,579,566 pieces.	\$4,037,666 47

COINAGE FOR THE YEAR 1850.

Gold coinage—	
1,170,261 double eagles.....	\$23,405,220 00
291,451 eagles.....	2,914,510 00
64,491 half eagles.....	322,455 00
252,923 quarter eagles.....	632,397 50
481,953 gold dollars.....	481,953 00
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2,261,079 pieces.	\$27,756,445 50
Silver coinage—	
7,500 dollars.....	\$7,500 00
227,000 half dollars.....	113,500 00
190,800 quarter dollars.....	47,700 00
1,931,500 dimes.....	193,150 90
955,000 half dimes.....	47,750 00
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5,572,879 pieces.	\$28,166,045 50
Copper—	
4,022,644 cents.....	40,226 44
39,812 half cents.....	199 06
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9,635,335 pieces.	\$28,206,471 00

DEPOSITS FOR THE YEAR 1850.

Total gold deposits.....	\$33,150,000
Of which from California.....	\$31,500,000
Other sources.....	1,650,000
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Total silver deposits.....	\$428,000
The deposits for the month of December from California, are about.....	4,500,000

Indiana.

Richmond, Hagerstown, New Castle and Pendleton Railroad.—The board of directors of the New Castle and Richmond railroad, at their meeting on the 2d inst., completing their organization by electing Hon. J. T. Elliot, President; T. B. Woodward, Secretary; and Eli Murphey, Treasurer.—Mr. Erwin, of Hamilton, will probably be continued as principal engineer. The character of the board and officers are a sufficient guarantee wherever they are known, that the work will be pushed forward as rapidly as possible, and that the affairs of the company will be prudently managed. Mr. Erwin is now preparing the whole line for letting, and will have his report ready for the action of the board at their meeting on Monday week.—*New Castle Courier.*

Virginia.

Virginia and Tennessee Railroad.

We have received the third annual report of the company engaged in the prosecution of this important work. It appears by the report of the directors that at the last meeting, the whole amount of capital that actually appeared on the books of the company, was \$550,800. Shortly thereafter the subscriptions made by the southwestern counties swelled the private stock to something over \$750,000, the amount which authorized a call on the board of public works for a subscription, on the part of the commonwealth, of \$900,000. This was accordingly done, and early in January the State became a stockholder to that amount. In addition to the above, it is believed that the efforts now being made will bring the amount of private subscription up to \$950,000, which will entitle the company to a State subscription of \$1,140,000, making the whole available capital equal to \$2,090,000.

There has been received on the capital stock during the past year, [including \$1,473 28 in the treasury,] the sum of \$391,077 11. The disbursements for the same time were \$305,285 04. The whole extent of line now under contract is 71 miles, and is in such a state of forwardness that it may be easily completed during the present year. For this, 6,000 tons have been purchased through Jas. Dunlop, Esq., of Petersburg, at \$40 50 per ton, delivered in the James river. Contracts have also been entered into for the other items necessary for the construction and equipment of the road, with persons within the State for the purpose of encouraging, as far as could properly be done, their own manufacturing establishments. In relation to this matter the report says:

"The board have uniformly kept in view the policy of promoting home manufactures wherever it could be done without a sacrifice, believing that this course will add in the business of the road, while it will build up workshops around us, which will economise the future operations of the company, by reducing the cost of repairs, and keeping up their machinery. In accordance with this view a contract was made in October last, with Mr. F. B. Duane, Jr. for the chairs and spikes to lay the track, and for the passengers and burden cars to stock the road to Salem. The prices paid him are exactly the same paid for work of like quality in the State of Massachusetts, and he is to receive fifteen per cent of the whole amount of his contract in the stock of the company. This contract is to apply to the whole line, unless the board of directors shall elect to suspend it after the completion of the road to Salem, of which a stipulated notice will be given to the contractor. An arrangement has also been made on certain conditions, with Mr. Joseph R. Anderson, of Richmond, to manufacture nine locomotives, ten per cent of the value of which he is to take in the stock of the company."

In relation to the progress of the work the report says:—The work has progressed with unexampled rapidity, and in such a manner as to give general satisfaction. It is believed that a greater amount of work was never done in the same period on any road in the country, certainly on none in the southern states. The skill and fidelity of the contractors, as a body, entitle them to our warmest commendation. It may be considered as quite remarkable, that, in the execution of so large an amount of work, not one case of failure has occurred, and not one dollar has been lost to the community by irresponsible contractors. They have all gone on

to perform their work in a quiet but energetic manner, which proves that they deserve the trust reposed in them at the time when that work was placed in their hands.

The whole whole length of the road as now definitely located, from Lynchburg to the Tennessee State-line, is 207 miles. The report of the directors also embraces that of the Chief Engineer, and the substance of the remarks made by him at the Richmond meeting of Oct. 19th, both of which are very interesting documents.

We are very happy to present such a favorable account of the progress of this great work. It has been pushed forward with great vigor, and possesses ample means for its continued prosecution.—The aggregate of all the lines connected with this now in progress presents one of the most magnificent projects that ever engrossed public attention. From its connections, each section attaches the same importance to its own, that it would the whole line, if it were under one charter, and under the control of one company. This feeling, together with that arising from the fact, that all engaged are laboring for the same end, will, of itself, secure one half of the necessary means, as this will infuse itself into the whole community, and prompt every man to contribute to his utmost ability.

Railroads in the U. S. on the 1st day of January, 1851.

MAINE.

Androscoggin and Kennebec.....	55
Atlantic and St. Lawrence.....	67
Buckfield branch.....	13
Bangor and Piscataquis.....	12
Kennebec and Portland.....	25
Bath Branch.....	9
Portland, Saco and Portsmouth.....	51
Calais and Baring.....	3
Machiasport.....	8
Boston and Maine.....	3
York and Cumberland.....	11
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	257

NEW HAMPSHIRE.

Boston, Concord and Montreal.....	51
Cochecho (Dover to Farmington).....	17
Concord.....	35
Concord and Claremont.....	26
Contocook Valley.....	14
Franklin and Bristol.....	12
Great Falls and Conway.....	6
Manchester and Lawrence.....	26
New Hampshire Central.....	26
Northern (Concord to W. Lebanon).....	69
Portsmouth and Concord.....	23
Sullivan.....	25
Wilton.....	18
Cheshire.....	43
Eastern.....	16
Nashua and Lowell.....	5
Nashua and Worcester.....	6
Great Falls branch.....	3
Petersboro' and Shirley.....	9
Boston and Maine.....	35
Ashuelot.....	23
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	471

VERMONT.

Connecticut and Passumpsic Riv.....	61
Rutland and Burlington.....	120
Vermont Central.....	117
Connecticut River.....	10
Vermont and Canada.....	40
Rutland and Washington.....	12
Saratoga and Washington.....	6
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	366

MASSACHUSETTS.

Berkshire.....	21
Boston and Lowell.....	26
Woburn branch.....	2
Boston and Maine, (74 in all).....	36
Medford branch.....	2

Lawrence branch.....	31
Boston and Providence, (43 in all).....	37
Branches.....	12
Stoughton branch.....	4
Boston and Worcester.....	45
Brookline branch.....	14
Milford branch.....	13
Newton branch.....	14
Saxonville branch.....	4
Millbury branch.....	4
Cape Cod branch.....	28
Cheshire, (54 in all).....	11
Connecticut River.....	50
Chicopee Falls branch.....	24
Dorchester and Milton.....	3
Eastern, Boston and Portsmouth, (54 in all).....	38
Marblehead branch.....	3
Gloucester branch.....	13
Salisbury branch.....	34
Essex, (Salem to Lawrence).....	20
Fall River.....	42
Fitchburg*.....	51
Watertown branch.....	3
Other branches.....	15
Fitchburg and Worcester, (26 in all).....	14
Lowell and Lawrence.....	13
Nashua and Lowell, (15 in all).....	24
New Bedford and Taunton.....	31
Branch.....	1
Newburyport and Georgetown.....	10
Norfolk County, (36 in all).....	25
Norwich and Worcester, (66 in all).....	17
Old Colony, (Boston to Plymouth).....	37
Bridgewater branch.....	7
Peterboro' and Shirley.....	14
Pittsfield and North Adams.....	20
Providence and Worcester, (43 in all).....	26
Quincy.....	3
South Shore.....	11
Stockbridge and Pittsfield.....	23
Stony Brook.....	13
Western, Boston to Albany, (200 miles in all).....	117
Worcester and Nashua, (45 in all).....	39
Springfield and Hartford, (62 in all).....	5
Vermont and Massachusetts.....	59
Housatonic branch.....	11
New London, Willimantic and Palmer.....	12
South Reading branch.....	9
Salem and Lowell.....	18

1,042

CONNECTICUT.

Canal railroad*.....	45
Collinsville branch.....	8
Hartford, Providence and Fishkill*.....	45
Housatonic.....	74
Naugatuck.....	62
New Haven, Hartford and Spring.....	57
Middletown branch.....	10
New London, Willimantic and Pal.....	48
New York and New Haven.....	47
Stonington.....	54
Norwich and Worcester.....	49

RHODE ISLAND.

Providence and Worcester.....	17
Stonington.....	44

NEW YORK.

Albany and Schenectady.....	17
Albany and West Stockbridge.....	38
Attica and Buffalo.....	31
Auburn and Rochester.....	78
Auburn and Syracuse.....	26
Buffalo and Niagara Falls.....	22
Cayuga and Susquehanna.....	29
Chemung.....	17
Hudson and Berkshire.....	31
Hudson River*.....	75
Lewiston.....	34
Lockport and Niagara Falls.....	24
Long Island, (Brooklyn to Greenpoint).....	98
New York and Erie*.....	318
Y. Y. to Piermont, Steamboat route, (24 miles).....	
Newburgh branch.....	19
New York and Harlem*.....	80
Northern,* (Rouse's Point to Chateaugay).....	118

Oswego and Syracuse.....	35
Rensselaer and Saratoga.....	25
Saratoga and Washington.....	39
Schenectady and Saratoga.....	22
Schenectady and Utica.....	78
Skaneateles.....	5
Tonawanda, (Batavia to Attica).....	43
Troy and Greenbush.....	6
Troy and Schenectady.....	20
Tioga Coal and Iron railroad.....	15
New York and N. Haven, (76 in all).....	15
Syracuse and Utica.....	53
Rome and Watertown.....	24

1,409

NEW JERSEY.

Burlington and Mt. Holly.....	6
Camden and Amboy.....	62
Amboy to New York, steamboat route, (28 miles).....	
Morris and Essex.....	36
New Brunswick and Trenton.....	26
New Jersey.....	31
New Jersey Central.....	36
Patterson and Hudson.....	17
Ramapo and Patterson.....	14
Trenton branch.....	6

PENNSYLVANIA.

Alleghany and Portage.....	36
Beaver Meadow.....	26
Carbondale and Honesdale.....	16
Columbia and Philadelphia.....	82
Westchester branch.....	9
Corning and Blossburg.....	25
Cumberland Valley.....	52
Hazleton and Lehigh.....	10
Little Schuylkill.....	20
Mine Hill.....	25
Mount Carbon.....	7
Pennsylvania* 134.....	97
Phil. Reading and Pottsville.....	174
Phil. and Norristown.....	17
Germantown branch.....	6
Phil. and Trenton.....	30
Phil. Wil. and Balt.....	98
Schuylkill Valley.....	25
Summit Hill and Mauch Chunk.....	25
Whitehaven and Wilkesbarre.....	20
Williamsport and Elmira.....	25
Franklin.....	22
Dauphin and Susquehanna.....	16
Strasburg.....	7
Lykens Valley.....	16
Nesquehoning.....	5
Room Run.....	5
Pine Grove.....	5
Beaver Meadow branch.....	12

913

DELAWARE.

New Castle and Frenchtown.....	16
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MARYLAND.

Annapolis and Elkridge.....	21
Baltimore and Ohio*.....	179
Washington branch.....	31
Frederick branch.....	3
Baltimore and Susquehanna.....	57
Westminster branch.....	10

VIRGINIA.

Appomattox.....	10
Central Virginia.....	71
Chesterfield.....	12
Greenville and Roanoke.....	21
Petersburg.....	63
Richmond, Fred. Potomac.....	76
Richmond and Petersburg.....	22
Winchester and Potomac.....	32
Seaboard and Roanoke.....	49

306

NORTH CAROLINA.

Gaston and Raleigh.....	87
Wilmington and Weldon.....	162

249

SOUTH CAROLINA.

Columbia and Greenville.....	22
South Carolina.....	136
Columbia branch.....	68
Camden branch.....	44

270

GEORGIA.

Central Georgia.....	191
Georgia.....	171
Macon and Western.....	101
Western and Atlantic.....	140
Athens branch.....	39
Rome branch.....	18
Camak branch.....	4

664

ALABAMA.

Montgomery and West Point.....	68
Tusculum and Decatur.....	44

112

MISSISSIPPI.

Vicksburg and Jackson.....	60
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LOUISIANA.

Clinton and Port Hudson.....	24
Mexican Gulf.....	27
Milneburg and Lake Ponchartrain.....	6
New Orleans and Carrollton.....	6
West Feliciana.....	26

89

KENTUCKY.

Lexington and Ohio.....	49
Louisville and Frankfort.....	28

77

ILLINOIS.

Galena and Chicago*.....	42
Sangamon and Morgan.....	55
Aurora branch.....	13
St. Charles branch.....	8

118

INDIANA.

Madison and Indianapolis.....	86
Shelbyville branch.....	16
Indiana and Bellefontaine.....	26
Shelbyville and Knightstown.....	27
Shelbyville and Rushville.....	20
Jeffersonville.....	16
New Albany and Salem.....	35

226

OHIO.

Cleveland and Columbus.....	135
Dayton and Springfield.....	25
Little Miami.....	84
Mad River and Erie.....	134
Mansfield and Sandusky.....	56
Xenia and Columbus.....	54
Findlay branch.....	16
Erie and Kalamazoo.....	15
Columbus and Lake Erie.....	61
Cleveland and Pittsburg.....	10

590

MICHIGAN.

Detroit and Pontiac.....	25
Michigan Central.....	218
Tecumseh branch.....	8
Michigan Southern.....	88
Erie and Kalamazoo.....	18

35

WISCONSIN.

Milwaukee and Mississippi railroad.....	20
Total in the United States.....	8,680

Schuylkill Canal Trade.

The past year has been a most disastrous one to the Stockholders of this company. Business was commenced with spirit, and an increased trade was done upon the canal, until the 18th of July, when a violent freshet injured portions of the canal and retarded business upon it for several weeks. On the 2nd of September, another freshet of unexampled violence carried away several dams, and swept

away large portions of the embankments and towing paths, and carried away sixteen bridges over the Schuylkill river, besides a number of houses and other buildings—upwards of twenty persons also were drowned. The energetic managers backed by the liberal subscriptions of the Stock and Loan holders at once commenced repairing the damage, which will be completed in time for the spring trade. The works will be better than heretofore. Between this city and Reading the canal has been repaired, and has been navigable for some time.

Among the articles carried upon the canal in 1850, were:—

DESCENDING.		
Coal amt. tons.	288,033	Iron wrought.... 3,046
Bituminous	1,963	— Castings.... 1,879
Flour.....	4,067	— Nails..... 395
Grain.....	2,877	— Ore..... 3,573
Lime.....	47,490	Rark..... 522
Limestone.....	32,700	Lumber..... 8,571
ASCENDING.		
Lumber, tons.....	9,537	Salt..... 571
Grain.....	4,845	Pig iron..... 2,872
Flour.....	469	Wrought iron.... 314
Plaster.....	1,873	Bit coal..... 1,038
Lime.....	2,276	Shingles..... 213
Limestone.....	6,916	Total tonnage.... 44,375

AMERICAN RAILROAD JOURNAL.

Saturday, January 11, 1851.

Railway Iron.

THE Subscribers will contract to deliver, in the course of the ensuing Spring and Summer, the best English Rails, made by a particular specification, and of any pattern required.

DAVIS, BROOKS & CO.,
68 Broad st.

On hand for sale, English rails of 58 lbs. to the yard, made by particular specifications.
January 10, 1851. 2m

Railroad to the Pacific—Mr. Whitney's plan.

In our paper of last week we gave place to a long communication, signed "A Western Man," in favor of Mr. Whitney's project, and in reply to a communication in our paper of 14th ult., signed "A Subscriber," proposing a new scheme for the accomplishment of this great work. We were very happy to give place to the article, as the position of the writer—his character, and means of information—entitles whatever he may say to the most respectful consideration. But we cannot find in it any reason for relaxing our opposition to Mr. Whitney's plan. As far as building railroads is concerned, we regard Mr. Whitney as a wild and visionary man; that his opinions are worthless, that his scheme is without merit, that his data and evidence are all assumed, and have no foundation in fact, and that his plan is eminently calculated to defeat the great work that all are seeking to accomplish.

We must leave the vindication of the plan of "A Subscriber" to its author. We will say this, however, that if there is any truth in the old maxim, that "every man is to be trusted in his appropriate calling," it comes from a person eminently qualified, by long experience, by an intimate connection with some of our leading public works, and by the reputation, at least, of possessing a sound judgment, to speak upon this matter. He is the last person to speak without mature consideration. We believe that his plan possesses great merit. He is almost the only person who has written upon this subject, who has discussed it in a rational manner. The great question in the success of the road is that of means, and we think his plan would secure these without involving the

government in the matter. Such a connection we all wish to avoid, if possible.

We must say, that although we have read a good deal that has been said by Mr. Whitney and his friends, we are yet to find the first particle of valuable evidence in all that has been put forth. From the beginning to the end, everything has been assumed that should have been proved. "A Western Man," in adopting Mr. Whitney's plan, has fallen into his track—not of reasoning, but asserting.—For instance: "A Western Man" says that "no other plan has been found to be feasible." Now we should like to know how a plan for a work of such an immense magnitude, as that of a railroad to the Pacific, may be pronounced feasible, when not even the first step has yet been taken for an examination of the route, or for the purpose of putting it to the test, or before it has even received the sanction of law? When people indulge in such extravagances as this, they must expect to weaken the confidence of sensible men in their opinions.—The feasibility of a scheme must be demonstrated, before this can be affirmed of it; and success in the thing, only, is demonstration. But if we waited for absolute proofs, we should not commence it at all. We therefore take for our guide the best secondary evidence that exists; and this is furnished by the experience of those who have carried to a successful termination, works similar to the one proposed. This is an universal rule observed in the execution of every work, either great or small, and is founded on common sense as well as experience.

To say that Mr. Whitney's scheme is feasible, is to beg the whole question. He has furnished not a particle of the proper reliable secondary evidence. A company of New York merchants, who should attempt, without acting under the instruction of an engineer, to build a railroad under circumstances the most favorable for such a work, would be regarded as unfit even to take proper care of their own business, and no matter how much means they might have in the outset, they would soon lose all credit and confidence of the public. The reason of all this is too obvious to need explanation. A man may be an excellent merchant, but a very poor bridge builder. Experience has fitted him for one position, and the lack of it unfitted him for the other.

That Mr. Whitney knows anything practically about the subject of railroad construction, or that he has ever given any attention to the theoretical part of it, we presume he will not claim. In coming before the public, therefore, with the greatest project ever yet conceived in—the work of railroad construction—would it not be reasonable to expect to find the correctness of his positions, in matters coming within the scope of the engineering profession, vouched by the proper persons. How is the fact? Mr. Whitney seems to think that his scheme obviates all necessity of engineering. He says it will not do to wait till the whole line is surveyed before the work is commenced, for fear that in the mean time the lands necessary to furnish the means will all be taken up for settlement.

If, instead of acting without the advice of engineers, he had unfolded his scheme to some sensible member of this profession in the outset, and followed his advice, only two persons would have ever heard of this great project, which has cost him so much labor, the community so much time, and Congress so much annoyance. The whole engineering profession, as far as our experience goes—and we have pretty good opportunities of meeting

its members—pronounce it an unqualified humbug. Certainly the opinion of so large a body, composed of our most intelligent, practical and best educated men, should weigh something against the opinion of one who, we presume, does not pretend to any knowledge in this department of science.

"A Western Man" says that Mr. Whitney "has ascertained himself where all the streams can be bridged," etc., etc. Now this assertion is entirely gratuitous, and without any sufficient foundation in fact. The only time that Mr. Whitney ever visited any portion of the route of the proposed road, west of the Mississippi, was a few years since, when, in company with a parcel of boys, he made a flying trip over a portion of the territory between the Mississippi and Missouri rivers. The idea, that on such a trip he ascertained, or had any means or opportunity of ascertaining, (even if he possessed suitable qualifications and experience for this purpose,) the proper points for bridging all the streams, is too preposterous to be uttered. With the exception of the point of crossing the Mississippi, at Council Bluff, Mr. Whitney, we presume, cannot point out a line within one hundred miles of the route he would be compelled to adopt. His route, he has always stated, must depend entirely upon the position of the unoccupied lands. It is now going on six years since he made his tour of observation, and we all know how rapidly western settlements have progressed since that time. His whole scheme is based upon finding a sufficient quantity of public lands on his route. In relation to this, we give the following from his memorial to Congress, dated March 17th, 1848, nearly three years since: "*But if the commencement be delayed even for a few months, the lands on the first part of the route (upon which all depends) will be so far taken up as to defeat it forever.*" Since that time years instead of months have elapsed. All that he predicted has taken place, and vastly more. All southern Wisconsin and a large part of Iowa have been occupied, and no lands are left for the road on any practicable route. Why should Mr. Whitney's scheme be urged, when, upon his own testimony, the time has long since gone by in which its accomplishment was possible?

Mr. Whitney further states in his memorial to Congress, that "Of the entire route 1200 miles are without timber even sufficient for the construction of the road. A great part of this distance is without stone or material for such a work, or for the settlement of the country; and the road must be the only means of transit, as it would progress, for its own material, as well as for the material for buildings and fences, for the settlement of 1200 miles of the route."

This statement is an untruth too palpable to require refutation. If it were true, the construction of the road would be impracticable. The idea that a railroad can be built, and settlement advanced, for 1200 miles, through a country entirely destitute either of stone or timber, and this country is to furnish the means, is an absurdity which shows the author to be better fitted for an insane asylum than for building railroads. The statement was undoubtedly made for the purpose of depreciating the value of the lands, and of influencing, in this way, the action of Congress.

Again, "A Western Man" says that "Mr. Whitney's scheme offers no inducement to the speculator." Let us look at this matter. What is the scheme? Mr. Whitney says that for the first 800 miles, one-half of the lands set apart, viz: a strip thirty miles wide, will build the road for this distance. So

much he is to have as fast as he goes along. The road for this distance at his estimate, \$30,000 per mile, will cost \$24,000,000. Now we presume that even "A Western Man" will admit, that the land for the first 400 miles will be worth twice as much as the western portion of the 800 miles. The further we go from navigable waters and from settlements, the less valuable the lands become. It is well known, too, that as we go west, they are constantly becoming less and less fertile. The cost of constructing the first 400 miles would not be one-half the cost of the last 400 miles. If, then, the 30 mile strip will furnish means to carry the road 800 miles, the first 400 will furnish \$16,000,000 of the \$24,000,000, while the cost of this distance will be only \$8,000,000. The last division will cost \$16,000,000, and furnish but \$8,000,000. We may not have stated the exact ratio; in fact we are convinced we have made it too much in favor of the last 400 miles. Whatever the ratio may be, we have stated a principle applicable to the case; and the speculative character of the scheme bears an exact proportion to the difference between the cost and value of the two respective divisions. Allowing, therefore, his premises to be correct, we have no doubt that he will have accumulated at least \$10,000,000 upon reaching a certain point in the first 800 miles.

The question then arises, what, in such an event, will Mr. Whitney do? The bill provides that he may knock off work when he chooses. What will be the alternatives presented to his mind, when he has reached the point where the cost of proceeding is greater than the value of the lands which he can take? If he stops he has made \$10,000,000. If he advances he must undergo a steady process of depletion, till he has expended every cent of this sum, what he would do under these circumstances every person must decide for himself.

How is it on the Pacific coast? As soon as his bill becomes a law, he despatches a messenger there, and selects a terminus to suit himself. He then builds ten miles of road. This gives him a strip of land 60 miles long and 5 miles wide, embracing the finest harbor on the coast. After this is secured he abandons work there. Now 60 miles of seacoast, with the finest harbor in Oregon or California, would be at least worth \$10,000,000. This sum, therefore, Mr. Whitney will have pocketed when he shall have built ten miles of the Pacific portion of the road. He would then have \$20,000,000 instead of \$10,000,000 as an inducement *not* to proceed. We would ask "A Western Man" whether he is willing to throw into the hands of a private individual, our best harbor on the Pacific coast, and place before him such inducements to defeat the very object which he is proposing to accomplish. Mr. Whitney asks for the grant, to him and his assigns. Who are his assigns? for he must assign it as soon as the bill becomes a law, to get the means to build the first section. Suppose that after such assignment Mr. Whitney should die, would the assignees be under any of those honorary obligations to carry out the original intent of the grant, or push the work further than they found it for their interest to do so? Is it policy to make this grant in such a manner that it might in a day pass into the hands of strangers? Mr. Whitney says that over this road is to pass the commerce of the world. Should the selection of a route that is to perform this grand office be left to some unknown person who may act as caprice or self interest may dictate? We cannot expect that Congress will lend its aid to more than one scheme. If it

sanctions Mr. Whitney's, all others for the present must be abandoned. We therefore surrender to him the privilege, as far as the route can do this, of controlling the commerce of the world. Is this not giving too much power to one individual?—What are his qualifications that fit him for this great office? We are opposed to despotic power, and we do not believe in investing in one person supreme authority in commerce, any more than in society. The former would be much more to be dreaded than the latter, as the former gives us bread, while the latter can only dictate the mode of eating it.

Mr. Whitney claims it as the great merit of his scheme, that it will provide its own means, that it will build itself without embarrassment to business. To accomplish this, there is one of two modes to be followed—either to sell the land to actual settlers, who are to construct the road for payment, or to sell for cash, and build with the proceeds. The former we should judge was Mr. Whitney's plan. The time that it would take to build the road in this manner, can only be a matter of inference. We know that our richest communities can afford to invest only a small part of their gross incomes annually, without bringing on commercial disasters and bankruptcy. The reason of this is, that the net earnings of industry bear but a very small ratio to the gross earnings. No community can regularly invest 10 per cent. of its income, without disturbing the arrangements of business. Certainly neither the poor people of this country, nor the pauper emigration from Europe, can do more than this. It would require, if this plan should be followed, ten years to build the first ten miles. These poor emigrants, it must be borne in mind, in addition to the ordinary burdens incident to new settlements, will be compelled, according to Mr. Whitney's statement, to transport over this road all the materials for the building, (including even the necessary stone,) and for fences. How fast settlements can progress under such circumstances, and how fast a railroad would move along which was to be constructed by a people so situated, we leave it for our readers to determine. We know that a number of the western states actually failed in their attempts to construct works of trifling magnitude compared with the above. If great states, full of wealth and people, were unequal to the task of executing a few petty lines, what must be the fate of this vast project, dependent upon a handful of people, without credit and without means? If, on the other hand, Mr. Whitney sells the land for money to actual settlers from the eastern states, this mode of raising the means will affect the money market just as much as if the loan should be negotiated in Wall street. Wherever the settlers should come from, the money for the road would in effect be furnished from the Atlantic cities. The financial crisis of 1835-6 was in part caused by the enormous sums required to pay for western lands. A similar state of things would produce similar results. Mr. Whitney in this matter makes a difference without a distinction. In every event, either New York or London must furnish the means. If it become a government work English capital will build the road. This is the great argument that Mr. Degrand urges for having government undertake the work; the reason that it would introduce into this country \$100,000,000 of foreign capital.

But suppose that Mr. Whitney gets his grant,

and sells his lands at auction, how long will it then take him to build the road? Some estimate may be formed of the probable receipts from the lands appropriated to this work, from the aggregate receipts from all the sales of our public domain. These, for the past year, were \$1,850,000; they are estimated \$1,950,000, for the coming year; we will put the receipts at \$2,000,000. We think that the receipts for the isolated portion set out to Mr. Whitney could not equal more than one quarter of this sum. This would give \$500,000 annually, applicable to his road. This sum, at \$30,000 per mile, would give 16½ yearly. At \$50,000 per mile, which is a more reasonable estimate, it would build 10 miles per year. At this rate, it would take him something more than two hundred years to build his road—a little longer period than we are willing to allow.

We must ask "A Western Man" to pardon us for not joining him in his rhapsody upon the marvellous achievement of Mr. Whitney, who, to use his own language, "has examined in person a large distance of the country through which his great work will pass, has ascertained himself where the streams can all be bridged, and also ascertained where materials, timber, &c., can be had, as well for the road as for the necessary wants for settlements, where they do not exist—the man who has visited all the most important commercial parts and places of the Globe, to ascertain the position and condition of the people, with their commercial capacities and statistics, who has arranged a geographical, political and commercial division, of the Globe, which exhibits the position, condition and wants of the entire human family, connected with and upon which is based the conception of his great project, the grand object of which is to change the condition, as his arrangement shows the relative position, of the entire human family." Our stilt are not tall enough to get up to this pitch. We must therefore leave the above unanswered. But admitting it to be true, what a vast and mysterious secret does Mr. Whitney carry in his bosom? for we have never been able to detect in all that he has said or written, the slightest trace of this great "arrangement," which illustrates the "position, condition and wants, of the whole human family," and "the rest of mankind." How we burn to have this great chart unfolded before the world. Is this Globe still to hold together? Are nations to be divided? Are new boundaries to be assigned to empires? Are the new arrangements based upon distinction of races, or upon climatic, or geographical peculiarities? What system of polity is best adapted to the Bushmen?—What to the sprightly Frenchmen? What races exist in the interior of Africa? Is there such a city as "Timbuctoo"? What is the ultimate form of government best adapted to the race? What are the true systems in Theology, Law, or Medicine? Why does Mr. Whitney suffer the whole world to go distracted with asking all these questions, without reply, when he can answer the whole as soon as one can say "Jack Robinson"? Let us rejoice that a man has at last appeared, who can answer the question, "What is truth?" For, certainly, the person who is able to exhibit the "position, condition and wants of the whole human family," is not to be nonplussed by such a trifling question as this. Again, we entreat Mr. Whitney to tell us, whether all the world will consent to his "arrangement." Will any prove contumacious? And if so, what "committee of safety" is to secure law and order? Will commerce desert all its old

channels, too, at his nod, for the new ones provided by him? Will all the world consent to receive their "bread," and "butter" too, from the United States? Between what high contracting parties were these vast arrangements concluded? How soon is the new order of things to take place? If Mr. Whitney possesses a particle of humanity, he will at once settle all the questions as to man's wants—a subject which has distracted the world since the creation, and has caused ninety-hundredths of all the misery and bloodshed with which the world has been afflicted. "We pause"—anxiously "pause for a reply."

We are just as blind to the merits of Mr. Whitney, as the inventor of this great "idea" of a railroad to the Pacific. We are irreverent and ill-natured enough to question his claim to originality even in this matter. We will suppose (thank Heaven it is not so!) that Mr. Whitney had never lived. Let us see whether it were possible that this idea could ever have dawned upon the world. Mr. Whitney did not invent railroads; his discovery is in the mode of applying them. Now, (Mr. Whitney being non est inventus), gold is discovered in California, and the whole world rush thither. But that country is a great way off, and to reach it requires a long and tedious voyage by sea, or a journey on foot by land. Now, is there not a possibility, that some person, wearied with this journey, and discouraged at his slow progress, would, on recollecting the luxuries of travelling in the states, at 40 miles an hour, on a good stuffed seat, have uttered some such an idea as this—"Hang it, I wish I was on a good railroad!" If this idea would have occurred to any person so situated, then Mr. W.'s claim to any merit of originality is completely upset. The truth is, that the use of railroads was no sooner discovered, than their adaptation to all the purposes and routes of commerce or travel, were seen and admitted by every person, wise or simple. The idea of a railroad to the Pacific, is about as original as that of one from Boston to Albany, not a whit more so. With regard to the originality of the plan for its construction, we will admit that Mr. Whitney is alone here. No sensible man would have ever put forward a similar one, if he had intended to build the whole road; and few would have had the audacity to present such an insulting proposition to the American people, who wished to make the project a matter of speculation.

Again, Mr. Whitney offers to take the whole risk of the accomplishment of this great work upon his own shoulders!!! Stupendous self-sacrifice!—to consent to accept of a position where he can make \$20,000,000. This is the measure of his risk. What is the risk of government? It is that of indefinitely postponing this work, if his plan is adopted, and of losing what he by his plan has a right, a legal right to retain.

We have thus adverted to some of the leading points in Mr. Whitney's plan, referred to by "A western man." In what we have said we have exposed but a small proportion of its absurdities. Those which relate to the cost of construction and transportation, are still more glaring. The whole of it is a mere castle-in-the-air, a creation of the imagination. Its favorable reception is due to the popularity of the subject, and not to the merits of the scheme. From the outset we saw its absurdity, and we felt under greater obligations to oppose it from the fact, that it had received the general encouragement of the press—a support it

never would have received if its merits had been properly discussed. In saying what we have we mean no disrespect to Mr. Whitney. We do not call in question his motives, only his opportunities. If he will frame his bill in a proper manner, he may have the privilege of trying his experiment without at least any opposition from us.

Maine.

Atlantic and St. Lawrence Railroad.—The stockholders of this road have had an informal meeting at Portland to consider a proposition of the directors to issue bonds to the amount of \$725,000 so that the road may be opened through to Montreal in July, 1852, or in season for the fall freights of that year. The discussion turned upon the question of issuing the bonds at par, or at a small discount. Many gentlemen expressed their opinion that the whole amount could be readily raised, and Mr. John M. Wood offered to lead off the subscription with \$25,000 on his part. The meeting was not a regular one, and we do not perceive that any positive vote was passed, but the Portland Advertiser states that a large number was present, and that the entire opinion was in favor of the success of the project.

Ohio Central Railroad.

One of the leading projects in Ohio at the present time, is the *Ohio Central Railroad*, extending from Wheeling, through Zanesville, Newark and Columbus, to the western line of the State. The final location, and the prospect of a speedy completion of the Baltimore and Ohio railroad, and the prospective completion of the Hempfield railroad, from Greensburg, on the Pennsylvania railroad, both of which terminate at Wheeling, have given to the Ohio Central road, which is one of the western extensions of these two great lines, a conspicuous place among the enterprises of that State. We cannot doubt that the people of Philadelphia will take immediate measures to build the Hempfield branch railroad, however this may be opposed by Pittsburg, for the purpose of connecting herself with the roads of central and lower Ohio. From Wheeling onward, therefore, the Ohio central will constitute the trunk lines of these roads, which are the two great avenues to Philadelphia and Baltimore.

From Zanesville to Columbus, a distance of 55 miles, the whole line is under contract, and negotiations are now in progress for the iron for this portion of the line. Ample means are also provided for the eastern division of the line from Zanesville to Wheeling; so that by the time the Baltimore and Ohio shall reach that point, a continuous line of railroad to Cincinnati will be in operation. West of Columbus, measures are also in progress for the extension of the above line to the State-line of Indiana, for the purpose of connecting it with the lines of railroad running west to St. Louis, but the line that will be adopted for this purpose has not been definitely determined upon.

The above road traverses one of the finest, and probably the richest portions of Ohio. Its line will be nearly identical with that of the national road. It is therefore properly regarded as a part of the great line of railroad following this route to the Mississippi river, upon the construction of every portion of which companies are actually engaged. The completion of the section from Zanesville to Newark will open a direct railroad communication with the lakes, and at Columbus, with Cincinnati and the Ohio.

The Stock and Money Market.

Money continues in the same abundance as at the close of last week, though many of the fancies are somewhat lower. With these a fall is just as natural a state of things as a rise; as both may depend upon causes very different from their intrinsic value.

Railroad securities are coming pretty freely into the market, and sell with as much facility as they have for some time past. Good seven per cent. western railroad, and county bonds, sell from 85 to 90 per cent net; the vast amount which have already been disposed of here, appears to have had no effect in tightening the money market. The mode of raising money in New York for these works is much more favorable in its influence upon the market, than that pursued in Boston, in building the New England railroad. The capitalists of Boston subscribed very largely to the stocks of railroads. The rapid decline in these stocks impaired the means of those holding them, just in proportion to this decline. New York on the other hand does not furnish the means for building the roads in other parts of the country, by subscribing to their stocks, thus taking the risk of their success, but by loans. These loans are generally made upon ample security, and will always command the amount for which they were purchased. If the road is unsuccessful the loss falls upon those who constructed it, and as the portion which they contributed to the road, represents their own labor, and the products of their farms, the loss of this is not felt to any great degree in our monetary centres. These securities too, go abroad for investment as soon as their character becomes well established, and this constantly tends to relieve the market. These are some of the reasons why the money market of New York is so easy in face of the vast amount of securities coming here for sale. In addition to this, every mile of railroad opened in the United States, adds directly to the business of this city, and increases in the same degree its means for investment. The great thing which threatens to disturb the present state of the money market is an excess of importations, which may soon require extensive shipments of specie. This would soon put a different aspect upon affairs. All our public works are now carried on upon credit, and any event which should impair credit, would check their progress. Banks are simply the machinery of credits; the mode by which they are made available, and the moment these become cuppled, the whole system is, to a certain extent, at an end. It is this fact which renders the tariff, a question of finance rather than protection. The rates of duties should always be subordinate to this paramount consideration. Freedom of trade should always be encouraged as far as possible. Admitting the general axiom of free trade, that we should always buy where we can buy cheapest; yet no doctrine from this school tells us that we should buy more than we can pay for. If we import more than we export, we get into debt, and to pay this debt, we must take a portion of our accumulated property. But foreign creditors will take the balance of our indebtedness only in gold and silver, which among nations as well as individuals, is alone "lawful tender." By sending away in precious metals we send away the agents by which property is exchanged from hand to hand. This depreciates in value just in proportion to the difficulties of effecting an exchange for money. If we should lose all our money, exchanges would have to be effected.

in "kind." The difficulty and expense of doing this would reduce property to one tenth of its present value, and society, in its present organization, would relapse into its condition of a thousand years ago. The tariff should be so arranged that at the end of every year, our books should shew one cent in our favor, in the aggregate of our foreign trade. This it strikes us is the true rule to be followed in laying duties. It is one, that all parties, both free trade and high tariff men, can meet; and it will protect us alike from the evils of over trading and these resulting in the stimulus of too high a protection. The same rule will in the long run produce the greatest amount of revenue, because the amount exported exactly measures our ability to pay.

SALES OF STOCK IN NEW YORK.

	January 3. Sales.	January 10 Sales.
U. S. 67 Loan	116½	116½
Erie 1,756	106½	105½
" Income Bonds	99	99
" 1,768	108½	
Del. & Hudson	140½	
Erie R.R.	93½	91½
Reading R.R.	76	71
L.I. R.R.	14	13½
Hudson R.R.	71½	71
Stonington	57	
Norwich & Worcester	68½	66
Albany & Sch'y R.R.	97	
Hudson River	85	86

The above shews a large decline on some of the "fancies," principally confined to New York and Erie, the Reading and Norwich & Worcester. This decline is not to be wondered at, after the recent rapid upward movement, based chiefly on speculation, and not upon any new feature in these stocks. The Erie is very unsteady upon its lotty pedestal, and we think that the recent rise in this stock is injurious to the best interest of the company, as the constant fluctuation which it will undergo will have a tendency to throw a certain degree of odium and discredit upon it. The community would have been just as well off with this stock at 75 as at 95, and a slow and gradual improvement would, based upon the evidence of the capacity of the road for business, would have exerted a much healthier influence. The financial affairs of the company must have been managed with great ability, to have so completely secured the confidence of the public, and in this manner to have laid the foundation for obtaining the necessary means for its construction. It is, and decidedly so, the pet project of this city, and its completion is of vast importance to it. Its able management, and the importance with which it is regarded, have probably had more to do with the price of the stock, than its business prospects, vast as they may be. This confidence has taken up a very large amount of the stock for investment, so that a small portion of it only is in the market, not too large a load for the Bull and Bears to carry, and make the instrument of their own schemes. The earnings of this road for the past month have been as follows:—

From Passengers and Mail.....	\$67,568 24
From Freight.....	82,417 61

Total.....	\$149,985 85
Same month in 1846.....	89,591 78

Increase.....	\$60,394 07
Rec'ts for year ending Dec. 31, 1850 \$1,600,173 29	
Rec'ts for year ending Dec. 31, 1849.....	805,053 47

Increase..... \$794,119 82
In regard to the Reading there is evidently a feeling of uncertainty as regards the future. The

road has earned an enormous amount the past year, under peculiar circumstances. If it can do as well the next with the increased competition it must encounter, its complete success may be regarded as established.

The bids for the sale of the 6 per cent First Mortgage Bonds of the Rutland and Washington railroad, on Saturday last, resulted as follows:—

W. B. Guild.....	\$5,000—90
W. B. Guild.....	5,000—88½
Wm. Jessop & Sons.....	25,000—87½
Wm. Jessop & Sons.....	10,000—86½
Wm. Jessop & Sons.....	10,000—88
P. Van Zandt Law.....	5,000—88
P. Van Zandt Law.....	10,000—88 60-100
Nathl. R. Cobb.....	20,000—86
Cammann & Whitehouse.....	5,000—85
Cammann & Whitehouse.....	5,000—85½
Cammann & Whitehouse.....	5,000—86
H. Holdridge, Jr.....	3,000—86
Geo. Opdyke & Co.....	20,000—86
Geo. Opdyke & Co.....	25,000—85
Geo. Opdyke & Co.....	37,000—84 98-100

Total..... \$190,000

The following shows the relative prices of a few of our leading stocks in the first of Jan. 1849 and 50:—

	Jan. 1849.	Jan. 1850.
Government 6s, 1867.....	108	115½
Harlem Railroad.....	59	69½
Canton Company.....	37½	61½
Farmers' Loan.....	32½	66½
Erie Railroad.....	62½	89½
Morris Canal.....	9	22½
Long Island Railroad.....	24	13½
Mohawk Railroad.....	77	95
Norwich and Worcester R.R.	34	66½
Reading Railroad.....	28½	75½
Stonington Railroad.....	50½	54
New York and N Haven R.R.	94½	118½
Erie First Mortgage Bonds.....	91½	107½
Reading Mortgage Bonds.....	55	85½

In Boston the Stock Markets appears to be considerably improving.

The following are the sales of the 9th instant:—

	Jan. 2.	Jan. 9.
Eastern railroad.....	100½	100½
Ogdensburg railroad.....	39½	40½
Old Colony railroad.....	66½	67½
Vermont central railroad....	37½	38
Western railroad.....	102½ a 102½	102½
Boston and Worcester railroad.....	101½ a 101½	101½
Cheshire railroad.....	64	64
Concord railroad.....	54½ a 54½	54
Vermont and Massachusetts railroad....	31 a 30½	32½
Michigan central railroad....	96	90
Boston and Maine railroad....	103½	103½
Rutland.....	b 4 m 60	60
Rutland railroad bonds in 1853.....	90 a 90½	93
Fitchburgh railroad....	108½	109½
Vermont central railroad bonds, in 1850.....	91	94

The gross income of the Rutland and Burlington Railroad for the past half-year, was \$155,800 91. The expenses were \$51,255 10, leaving the balance of nett earnings for six months \$104,045 81, which is equal to \$208,091 92 for twelve months.

Below we have the prices of some of the Massachusetts Stocks for the four past years.

	Nov. 1. 1847.	Nov. 1. 1848.	Nov. 1. 1849.	Dec. 19. 1850.
Bost. and Lowell	116	108½	116	117
Boston and Worcester.....	121	106½	98½	105
Boston and Prov.	105	86½	91	88½
Connecticut river	101	97	90	81
Concord (10 per cent stock) ..	63 par 50 58			54½
Eastern.....	110½	102½	101	104
Fall river.....	91	84	81½	91
Fitchburgh.....	125½	110½	109½	113½

Northern N. H.	102½	87	62	74
Norwich and Worcester ..	40½	33	35½	64½
Old Colony ..	100½	83	76	68
Portland and Saco	100	96	—	97
Reading ..	27½	16½	16½	37
Vermont and Mass.	76	42	28½	31½
Vermont central	88	50½	45½	37
Western ..	113	98½	104½	105

The late Annual report of the Boston and Lowell Railroad Company shows the following results:

The receipts for the year ending November 30th, were	\$406,421 00
Expenses	256,508 13

Net earnings,

Expended as follows:	
Dividends July and Jan., \$146,400 00	
Balance of interest account, 1,375 90	

Surplus	\$2,136 97
The balance to credit and transportation November 30, 1848, was	\$159,852 81
Add surplus as above.....	2,136 97

From which deduct the dividend of 4 per cent, payable January 1, 1851..

Surplus	\$161,989 78
per cent, payable January 1, 1851..	72,200 00

As compared with the previous year the receipts show a decrease of \$10,067. The diminution is in the receipts for merchandize generally and from such passengers as have been carried in connection with other railroads. The loss upon the latter is attributed to the diversion of travel consequent upon the opening of new lines, and that upon merchandize may be accounted for principally by the state of business in the several manufacturing establishments on the line of the road. The running expenses have diminished \$4,395 54.

Panama Railroad.

Philadelphia, Jan. 6, 1851.

H. V. Poor, Esq.

Dear Sir—Owing to some irregularity in receiving your Journal last month, in consequence of my change of residence from the Isthmus of Panama to Philadelphia, your number of Dec. 14 did not come to hand until to-day.

I perceive in it an editorial article to which I must beg leave to take some exception.

In the first place, the ascribing of my resignation of the office of Chief Engineer of the Panama railroad, to ill health, is erroneous. That my health did suffer slightly is true, but that I was thereby induced to resign, is not so.

I resigned, chiefly because I found that there did not exist between the Board of Directors and myself, that unanimity of opinion on certain points involved in the construction of the work, which I considered not only desirable, but absolutely necessary to a harmonious co-operation.

The idea expressed in the article alluded to, that the best mode of consummating this project would be to let the work, at stipulated prices, to good contractors, is, likewise, in my opinion, not well founded. There are in that locality, as also in those of the Nicaragua and Tehuantepec routes, many sources of expense which nothing but actual experience can possibly develop; and it should certainly devolve upon the companies who are ultimately to reap the advantages accruing from the completion of these works, to assume such unlooked-for expenses as may occur. Any contractor who may be so over-confident as to undertake heavy portions of either of these works, assuming to himself the responsibility of unforeseen occurrences, will undoubtedly meet with disap-

pointment, although his prices may appear exorbitant. My observations upon the Isthmus for one year, and upon other portions of the province of New Granada for five years, enable me to venture this prediction with entire confidence in its verification; and I am happy to have it in my power to proffer this word of caution to contractors. No matter how extended their experience in the United States may have been, it will not serve to secure them against failure in that country.

Again, how far your remark, that "*when men receive a fixed salary for their term of service, all experience shows, that their principal object of anxiety will be to see how little labor they can perform for their pay*," may apply to myself, I cannot with propriety determine, but it is with sincere gratification that I can assert its entire inapplicability to any of the gentlemen who occupied positions on the work subordinate to mine.

Mr. Baldwin, my principal Assistant Engineer, and Dr. Rogers, principal Superintendent, remained at their posts although seriously indisposed, at the peril of their lives; and, regardless of my repeated solicitations, declined leaving them, until I was compelled to withdraw them temporarily to recruit their health, fearing lest the work should otherwise permanently lose the benefit of their services. Drs. Gage and Totten, of the Medical Corps, repeatedly left their own sick beds to administer to the necessities of the workmen, although conscious that their so doing must cause a relapse of their own fevers. In a word, all the officers, without exception, evinced the most thorough determination to discharge faithfully their respective duties, without the least apparent regard to considerations of personal comfort and safety; and that too with a zeal, that showed that their mere salaries did not constitute their motive. I consider it a matter of duty to make this acknowledgement to those gentlemen, as well as to Messrs. Putnam, Borland, Holcomb, and others, whose steady attention to their different departments, under circumstances the most discouraging, merits the highest approbation.

When one year shall have elapsed from the commencement of the Nicaragua and Tehuantepec routes, we may, with some safety, institute comparisons between the healthiness of those lines and that of the Panama road; as also the respective degrees of progress made upon each within that time; but until then, I conceive it to be premature to adopt the idea that the result will prove signally unfavorable to the Panama line. I shall be much surprised if the same drawback be not found to operate to about an equal extent in each instance; inasmuch as all present the same general aspect, of rivers in a tropical region flowing through a wild and luxuriant vegetation, liable to overflows, and to the effects produced by a long rainy season upon the accumulated vegetable deposits of ages.

Unfortunately, most of the *information* (?) on this country, conveyed to the public through the medium of the public prints, is derived from persons who have left their homes for the first time, and who, being at the same time afflicted with a "*cacoethes scribendi*," and carried away by the novelty of the scenes by which they are surrounded, lose sight of all plain, matter of fact, business views of things, and dilate chiefly upon lemons, oranges, pine-apples, palm trees, monkeys and parrots—varied (by aid of a little poetic imagination,) with digressions to inexhaustible gold deposits, and occasional gleams of paradise; whereas the more experienced traveller sees but little opportunity for

pecuniary investment in any of these objects, and considers the country, in its present condition, more aptly comparable to another spot mentioned in Holy Writ, much less desirable than paradise for a permanent residence.

Under all the circumstances involved in a consideration of the rival routes, which at this moment occupy so prominent a position in the public regard, I look upon it as morally certain, that, under equally favorable management, the Panama road may be completed considerably in advance of either of the other projects.

Laying no stress whatever upon the asserted [but in my opinion unfounded,] advantages of the other routes, as to facility of execution, I regard the comparative shortness of the Panama line as affording the best guarantee of its more speedy completion. Its length is but 46 miles from ocean to ocean, whereas the Tehuantepec route will be about 150 miles; and that of the Nicaragua ship canal from about 175 to 275 miles, depending upon whether its termination on the Pacific side be ultimately fixed at San Juan del Sur or at Realego. However, about 50 miles of this will be by way of Lake Nicaragua, in the former case; or about 100 in the latter. Still, either of these projects will involve an extent of artificial construction, at least about three times as great as the Panama line; and they present no local facilities that can possibly countervail this disparity of length.

There seems to exist what I consider an over hasty disposition in the advocates of all these lines, to commence at once with their permanent works, instead of first constructing thoroughfares of a more temporary and inexpensive character—as, for instance, plank roads, or Macadamised ones. These will, I am confident, be found at least expedient, if not absolutely necessary, for the conveyance of materials of construction, provisions, &c., for the several works; and will at the same time fulfil all the requirements of travel and commerce, until the more substantial structures shall be completed. It is absurd to suppose that any particular route will be permanently preferred, merely because it may happen to be the first one finished; and equally so to expend money too freely with a view to effect that object. Even at home, this common haste to open lines to the public, has almost invariably been attended with an increased expenditure for repairs in the end, that has more than counterbalanced the supposed advantages.

The effect which the Nicaragua ship canal, if ever executed, will exert on both the Panama and Tehuantepec routes, will certainly be to withdraw from them all heavy transporting business, whether between different sections of our union, or North and South America, or between the two continents. But the length of time necessary for the accomplishment of that *really* stupendous enterprise, must necessarily be so great, that I cannot regard it as furnishing grounds for serious apprehension to any of the present generation who may feel disposed to embark their capital in either of the other two works. I do not believe that a ship canal will be made between the two oceans. If it should, it must be by means vastly disproportionate to any which I have yet heard suggested as likely to be brought to bear upon the project. That something of the kind will be undertaken is by no means improbable; but that it will be consummated I look upon as more than problematical. Both the Panama and Tehuantepec railroad lines may be constructed within a comparatively very short period; though by no means with the expedition

with which similar works are carried on here or in Europe.

There will be quite enough business amply to compensate the projectors of both works for *any* expense that may be encountered for carrying them into effect. Who shall pretend to estimate the travel and commerce that must soon take their way through those channels; or who so thoughtless, as to weigh them against the amount necessary to pay for the construction of two trifling railroads, even though constructed under disadvantageous circumstances?

Allow me to trespass a little longer on your patience, while I descend from matters of more general import to others involving purely personal considerations. I have, since my return, been repeatedly asked, why so little progress has been made in the *actual construction* of the Panama railroad, during this first year that it has been under my own immediate personal charge. As the question is one which may very naturally present itself to persons unacquainted with the peculiarities of the case, I will answer it as briefly as I can.

When I first went to the Isthmus, one year ago, it was the impression of the company that it would be advisable to construct first, the western or Pacific division of the road, extending from Gorgona to Panama, leaving the place of the eastern or Atlantic division, from Gorgona to near Chagres, to be supplied for a time by the Chagres river.

With this view I established my headquarters at Gorgona, and commenced the final survey from that point towards Panama in January, 1850. Before proceeding far in this, however, I became convinced that the proper policy of the company (for reasons which it is unnecessary to enlarge upon here,) would be to build the Atlantic division first. On communicating my views to the Directors, they coincided with me in opinion, and sanctioned the proposed change. Thereupon our headquarters were transferred to the Atlantic terminus about the end of April. The time consumed in these preliminary steps was four months, having been protracted to that extent by circumstances to which I suspect that even the most prejudiced reader will attach some weight. For instance, from a month to six weeks had to elapse before I could receive answers to my communications, from New York. Myself, and every officer who accompanied me, had during this interval been prostrated by attacks of fever. All the laborers engaged for the work had deserted, and become transporters of baggage across the Isthmus; and every impediment was thrown in our way by the natives, who, being all more or less directly interested in the present mode of transportation, are of course inimical to the railroad.

On reaching the proposed site of the Atlantic terminus of the road, I found it necessary to examine carefully, as a preparatory step, the entire coast from Chagres to Porto Bello; entering all the various inlets for the purpose of taking soundings, and such other observations as were needed to enable me to decide upon the most eligible spot.

This being done, the erection of a frame store-house, which had been previously written for to New York, was commenced, along with the clearing of a space for other buildings. The progress of the store-house was much delayed in consequence of the carpenters leaving for California before its completion; a second gang was obtained with some trouble, but they also left in a few days; and the building was finally finished *not* in the

most workmanlike manner, by ourselves and some sailors.

At this time (May and June) no accommodation was procurable for ourselves and our workmen, except a small brig. Our laboring force was consequently very limited, and the rainy season having fully set in, converted the earth into a perfect swamp; and moreover prevented the burning of the dense forest which we were attempting to clear. The mosquitoes and sand flies were at the same time so numerous, that it was with difficulty we could induce the laborers to continue at their work—and that only by remaining with them in person, and aiding them during the whole day. These discomforts, together with the stifling heat and myriads of insects in the cabin and hold of our small brig, prevented other sleep than that arising from exhaustion, and frequently compelled us to pass whole nights on deck, in the rain, rather than encounter the annoyances below.

Sickness re-appeared as a natural consequence, producing its attendant delays. In the latter part of June I had the good fortune to purchase the hull of the sea steamer "Telegraph," which had just been condemned as unseaworthy at Chagres; and by this means secured much better accommodations for the persons engaged on the work. At this time, too, Mr. Totten having arrived, I returned to New York, to confer personally with the board of directors respecting the proper means of prosecuting the work when the dry season should commence, in December. During my absence of three months Mr. Totten, availing himself of a temporary cessation of the rain, [of which one always occurs during each wet season.] succeeded in tracing two or three miles of survey, before the re-commencement of the rain again flooded the country, and prevented his further progress; not, however, until he and Mr. Baldwin had for some days persisted in their operations, up to the middle in water and mud.

I returned to the work near the end of September, and Mr. Totten left for Carthage on business.

The frame houses sent from New York for our accommodation, were pushed forward with all the speed that the intervals between the heavy rains would admit of; but the delays from this source, and from the sickness of our carpenters, [of whom, at one time, but two out of twenty-eight were able to work.] were so great, that they were not ready for occupancy until the beginning of December.

From the time of my return to the work in September, to the end of December, we had but four entirely dry days; and several of the first miles of our route being at that period covered with water, it was impossible to level or lay out the work, much less to enter upon its construction. Dr. Rogers made an attempt, with about forty picked men, to clear the trees from a short portion of the route, that had been staked out by Mr. Totten. The result was, that himself, and every one of his men, were almost immediately disabled by sickness, and their number reduced about one-fourth by death.

This brief and very imperfect outline of some of the difficulties with which I had to contend, will, I trust, be sufficient, at least to exonerate me from censure for not having made more progress in the actual construction of the road, up to the time of my resignation. When I left the Isthmus last month, the rainy season was drawing to a close; and, in accordance with preconcerted measures, materials and men were being sent out by the company in large numbers, with a view to the

energetic prosecution of the road during the dry season. With them are efficient additions to the corps of engineers and superintendents; and we may hope that now the work will be commenced, and carried on with energy to its completion. The public may rest assured, that under the capable direction of Mr. George M. Totten, who is now sole chief engineer of the road, aided by the skilful assistants and superintendents under his charge, all will be accomplished that is possible.

In conclusion, I will remark, that in making this reply to your editorial, I am actuated by no feelings of partiality towards the Panama R. R. Company, but simply with a view of making known the results of a slight experience in a matter of public interest, and which I know to be needed.

I am very respectfully yours, &c.,

JOHN C. TRAUTWINE.

New York and Harlem Railroad.

Capital stock as by charter, old, \$3,500,000; preferred \$1,500,000.....\$5,000,000 00
Amount of stock subscribed, old, \$2,388,750; preferred \$1,500 00..... 3,888,750 00
Total amount now paid of capital stock, old, \$2,388,750; preferred \$1,499,180 00..... 3,887,930 00
Total amount now of funded debt..... 365,593 48
Amount now of floating debt..... 212,684 57
Amount now of funded and floating debt..... 578,278 05
Average rate of interest on funded debt 6 1/2 per cent per annum. Cost of road and equipment.....\$4,666,208 05
Length of road laid, 80 miles; length of double track, including slidings, 18 1-2 miles; weight of rail, 58 lbs. per yard.

The Company own 8 engine houses and shops; 17 engines; 33 first-class, 7 emigrant, 8 baggage and 85 freight cars. Miles run by the passenger trains, 214,375.
Expenses of maintaining road.....\$38,278 98
Expenses of repairs and machinery.... 33,394 31
Expenses of operating the road..... 175,045 74

Total expenses.....\$246,719 03
Earnings from passengers..... 324,368 18
Earnings from freight..... 114,405 94
Earnings from other sources..... 43,793 39

Total earnings.....\$482,567 51
Receipts from passengers..... 324,368 18
Receipts from freight..... 112,067 45
Receipts from other sources..... 41,193 38

Total receipts.....\$477,629 01
Payments for transportation expenses. 246,713 03
Payments for interest..... 31,154 71
Payments for dividends..... 210,475 77

Total amount of surplus fund.... \$49,653 02
Accompanying the report the President, Robert Schuyler, Esq., thus explains why certain inquiries are only answered in the aggregate. The cost of the road and equipments are necessarily stated in the aggregate, as the construction accounts were originally kept in a general manner, and no means exists by which the particulars can be ascertained. No reports are made by which the number of passengers or the distance travelled on the lower part of the road can be stated in a reliable manner.

The freight business is conducted to a certain extent by parties under special agreements for the use of cars, &c. The reports from the freighters do not enable the company to make replies in the manner required by the return.

New York and New Haven Railroad.

Capital stock as by charter.....\$3,000,000 00
Amount of stock subscribed..... 2,500,000 00
Total amount paid in of capital stock..... 2,499,250 00
Funded debt as by the last report—
Railroad, \$654,591 46; Preferred stock of New York and Harlem Railroad Company, \$160,000; other property, \$66,408 54..... 881,000 00

Amount now of floating debt for property on hand..... 37,487 14
Amount now of funded and floating debt..... 918,487 14
Average rate of interest 7 per cent per annum.

Cost of road and equipment..... 3,417,737 14
Length of road, 61 miles; length of double track, 11 1-2 miles; weight of rail, 64 lbs. per yard.

The Company own 5 engine houses and shops, 10 engines, 40 passenger, 12 mail and 75 freight cars.

Miles run by passenger trains, 282,797; number of passengers carried over the road, 652,122; freight, 15,473 tons.

Expenses of maintaining road.....\$26,512 74
Expenses of repairs of machinery..... 47,725 00
Expenses of operating the road..... 163,648 64
Earnings from passengers..... 402,358 17
Earnings from freight..... 26,818 91
Earnings from other sources..... 33,612 23

Total earnings.....\$461,789 81
Receipts from passengers..... 402,358 17
Receipts from freight..... 26,818 91
Receipts from dividends..... 45,412 23

Total receipts.....\$474,589 31
Payments for transportation expenses. 237,886 39
Payments for interest..... 51,555 00
Payments for dividends..... 174,930 00
Payments for surplus fund..... 10,217 93
Total amount of surplus fund..... 13,297 71

The bonds of the Company forming the funded debt have all been issued for the pre-existing indebtedness to residents of the city of New York, for advances on account of construction and for the purchase of property.

The property of the Company, not included in the cost of the road and equipment, consists of Harlem preferred stock (\$160,000) and of the equipment used in operating the canal railroad, (\$183,794 73,) together with the real estate in the cities of New York and New Haven. The present value of the property is estimated to exceed the whole cost.

Chemung Railroad.

Capital stock as by charter and paid in...\$380,000
Funded debt as per last report and same now..... 70,000
Amount of floating debt..... 5,000
Total amount of funded and floating debt. 75,000
Rate of interest paid 7 per cent per annum.
Cost of road and equipment..... 450,000
Length of road, 17 miles. Weight of rail, 58 lbs per yard.

This road was rented to the New York and Erie Railroad Company on the 15th of January last for a period of ten years, they furnishing the same and running the same in connection with and as a part of the New York and Erie railroad, and paying, charging and receiving profits thereon.

Saratoga and Schenectady Railroad.

Capital stock as by charter and paid in \$300,000 00
Total amount of funded debt..... 42,000 00
Floating debt, as per last report..... 23,365 00
Amount now of floating debt as far as known..... 22,550 00
Total amount now of floating and funded debt..... 64,500 00
Average rate of interest on debt 7 per cent.

Cost of road and equipment..... 396,379 53
Length of road, 22 miles; weight of rail, 56 lbs. per yard.

The Company own two engine houses and shops, two engines, two passenger and one freight car. Miles run by passenger train, 15,576; passengers carried over road, 99,817; freight, 4,434 tons.

Expenses of maintaining road.....\$4,209 99
Expenses of repairs of machinery..... 985 84
Expenses of operating the road..... 10,598 41

Total expenses.....\$15,794 24
Receipts from passengers..... \$13,728 33
Receipts from freight..... 3,907 27
Receipts from other sources..... 11,305 11

Total receipts.....\$28,935 71
Payments for transportation expenses.. 15,794 94

Showing that the total number of vessels at present on the stocks, or launched, during the year just closed, to be eighty-seven, whose aggregate tonnage is 89,741; and that of this amount, 62,225 tons have been launched, and 27,516 tons remain to be launched.

The vessels above enumerated, may be classified as follows:

Classification.					
Launched	Steam-ships	Steam-boats	Pro-pel's	Ferry Sch	boats
14	16	—	18	1	4
On the stocks	5	8	3	10	3
Total	19	24	3	28	4
					9

Compared with the three years immediately preceding, the following is the result:—

	Launched.	On stocks.	Ag. tonnage.
January 1, 1847.....	39,018	29,870	68,888
January 1, 1848.....	36,649	15,710	52,359
January 1, 1849.....	38,085	23,890	61,975
January 1, 1850.....	62,225	27,516	89,741

From this it will be seen that ship building has thrived during the year just closed in an unprecedented degree. The progress of American ship-building, particularly in the construction of steam vessels, since the California gold discoveries, has been great, and a new impetus has been imparted to another department of marine architecture by the eal of the British navigation laws.

Total Steamships built in New York.

BY JACOB BELL.		BY WM. H. WEBB.	
Lion.....	667	California.....	1,000
Eagle.....	667	Panama.....	1,000
Pacific.....	3,000	Cherokee.....	1,100
Baltic.....	3,000	Tennessee.....	1,100
Marion.....	1,000	United States.....	2,000
BY WM. H. BROWN.		BY PERRINE, P. & STACK.	
Kamashatka.....	2,000	Florida.....	1,150
Falcon.....	1,100	Alabama.....	1,150
Northerner.....	1,200	Union.....	1,100
Southerner.....	1,100	WESTERVELT & MACKAY.	
Crescent City.....	1,500	Washington.....	1,600
Empire City.....	1,824	Hermann.....	1,700
Atlantic.....	3,000	Franklin.....	2,200
Arctic.....	3,000	Humboldt.....	2,200
Pacific.....	1,100	Louisiana.....	800
BY J. SIMONSON.		Columbia.....	
Ohio.....	2,700	Winfield Scott.....	1,400
Isthmus.....	600	Gold Hunter.....	650
Prometheus.....	1,400	BY SMITH & DIMON.	
BY THOS. COLLYER.		BY WM. COLLYER.	
Caribbean.....	1,700	Oregon.....	1,000
Mexico.....	1,200	Georgia.....	2,800

Total, thirty-eight steamships, whose aggregate tonnage, as above estimated, is 57,807 tons, and their value not far from \$10,500,000.

As has already been seen, sixteen of them have been launched during the year 1850. Three, only, were launched during the year previous. Besides those included in the above table, there have been built during the year 1850, three large steam propellers; and some half dozen small class steamers, both of wood and iron, have been shipped to California as freight.

The first regular steamships built in this city were the Lion and the Eagle, above mentioned—launched in the year 1840, by Jacob Bell, for the Spanish government. They are now attached to the Spanish navy, and are known as the Congress and Regent. The next was the Kamashatka, built by Wm. H. Brown, in 1841, and sold to the Russian government, but the Washington, of the New York and Bremen line, launched by Westervelt & Mackay, in January of the year 1847, was the first vessel owned in the United States in connection with a regular line of ocean steamers. The steamships United States and Hermann followed in

1848. The former was soon after sold to the Germanic Confederation. These three vessels were the pioneers of American adventure in this important branch of national industry.

STATEMENT

Showing the total quantity of each article which came to the Hudson River on all the Canals during the years 1848, 1849 and 1850:—

	1848.	1849.	1850.
The Forest	603,272	665,547	947,818

Products of Wood:—

Fur and peltry.....	lbs 556,816	554,531	655,076
Boards and scantlings ft.	262,279,116	297,431,140	425,005,436
Shingles M.	104,270	51,258	57,905
Timber cb. ft.	1,510,777	1,497,627	3,039,588
Staves.....	lbs 114,246,000	154,159,359	202,224,480
Wood.....	cords 13,861	11,977	12,411
Ac. pot & prl. bbls.	38,229	31,289	52,237

AGRICULTURE.

Product of Animals:—

Pork.....	bbls. 87,930	73,985	46,617
Beef.....	" 60,570	105,492	97,259
Bacon.....	lbs. 8,182,100	8,477,754	9,681,921
Cheese.....	" 43,280,000	43,097,818	32,585,363
Butter.....	" 23,730,000	20,880,409	17,098,685
Lard.....	" 9,926,000	9,083,062	8,278,228
Lard oil.....	gals. ....	.....	67,470
Wool.....	lbs. 8,534,000	12,731,402	11,987,356
Hides.....	" 176,000	596,364	458,165
Tallow.....	" ....	.....	577,628

Vegetable Food:—

Flour.....	bbls. 3,131,095	3,263,087	3,256,085
Wheat.....	bush. 3,116,134	2,734,389	3,670,754
Rye.....	" 286,919	322,942	472,305
Corn.....	" 2,933,963	5,121,270	3,228,056
Corn Meal, bbls.	.....	.....	11,982
Barley.....	bush. 1,548,197	1,400,194	1,744,867
Oats.....	" 2,077,724	2,407,895	2,469,637
Bran and ship stuffs.....	lbs. 1,437,487	2,022,031	35,103,453
Peas and bns. bush.	75,808	160,234	79,485
Potatoes.....	" 115,629	242,211	230,699
Dried fruit.....	lbs. 1,828,000	780,369	1,467,255

All other Agricultural Products:—

Cotton.....	lbs. 174,400	316,094	1,112,333
Tobacco.....	" 352,000	1,896,056	795,025
Hemp.....	" ....	.....	66,120
Clover and grass seed.....	" 1,666,000	2,479,098	1,417,233
Flax seed.....	" 1,764,000	1,381,684	1,144,930
Hops.....	" 1,598,000	1,877,805	858,356

MANUFACTURES.

Dmstc. sprts. gals.	1,606,131	2,107,595	1,517,095
Linseed oil.....	" ....	.....	908
Oil meal and cake.....	lbs. ....	.....	6,391,181
Starch.....	" ....	.....	2,743,881
Leather.....	" 4,540,000	5,532,610	7,172,511
Furniture.....	" 1,548,000	1,116,300	1,101,802

Agricultural imple-

ments.....	" ....	.....	15,530
Bar and pig lead.....	" 86,000	11,167	86,000
Pig iron.....	" 11,528,000	9,636,166	5,276,900
Castings.....	" ....	.....	1,579,614

Machines and

parts thereof.....	" ....	.....	278,950
Bloom and bar iron.....	" 29,788,000	27,906,016	22,440,734
Iron ware.....	" 2,314,000	1,737,690	.....
Domestic wool-lens.....	" 1,104,000	1,055,513	1,018,595

Domestic cot-

tons.....	" 2,498,000	2,498,525	1,867,037
Domestic salt.....	" ....	.....	13,153,218
Foreign salt.....	" 343,618	283,333	1,327,650

OTHER ARTICLES.

Live cattle hogs and sheep lbs.	.....	.....	1,578,450
Stone, lime and clay.....	lbs. 3,246,000	51,323,818	87,916,036
Gypsum, lbs.	68,718,000	2,551,600	6,949,800
Eggs.....	" ....	.....	3,280,092
Mineral coal.....	48,292,000	25,169,939	32,144,540
Fish, lbs.	.....	.....	457,778
Copper ore, lbs.	104,982
Flint enamelled ware.....	"	2,400

Sundries, lbs.	97,798,000	111,244,928	94,110,504
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Statement showing the aggregate, in tons, under the divisions specified in the above table:—

	1848.	1849.	1850.
The forest tons.....	603,272	665,547	947,818
Agriculture.....	685,896	760,609	926,045
Manufactures.....	44,867	44,288	39,828
Merchandise.....	6,343	5,873	7,105
Other articles.....	107,527	94,638	113,222

Total tons.....1,447,905 1,579,946 2,034,018

STATEMENT.

Showing the estimated value of each article which came to the Hudson River, on all the Canals during the years 1848, 1849 and 1850:—

	1848.	1849.	1850.
The Forest.	1848.	1849.	1850.

Product of Wood:—

Fur and peltry lbs.	695,838	692,864	818,845
Boards and scantlings.....	ft. 3,931,277	4,459,157	6,365,723
Shingles.....	M 338,861	153,774	202,668
Timber cub. ft.	212,598	119,598	440,490
Staves.....	lbs. 514,109	693,701	908,613
Wood.....	cords 69,462	56,892	60,744
Ashes, pot and pearl, bbls.....	1,146,870	1,016,800	1,518,035

AGRICULTURE.

Product of Animals:—

Pork.....	bbls. 967,230	758,421	512,798
Beef.....	do. 605,700	1,244,360	866,789
Bacon.....	lbs. 490,997	514,666	580,922
Cheese.....	do. 3,029,169	2,736,211	1,955,121
Butter.....	do. 3,359,391	2,923,832	2,391,862
Lard.....	do. 761,757	635,814	620,868
Lard oil.....	" ....	.....	20,506
Wool.....	lbs. 2,304,044	4,072,358	4,372,578
Hides.....	do. 17,494	59,637	54,891
Tallow.....	do. ....	.....	40,524

Vegetable Products:—

Flour.....	bbls. 17,471,401	16,315,435	16,280,425
Wheat.....	bush. 3,677,010	2,993,160	3,937,763
Rye.....	do. 200,310	187,545	315,928
Corn.....	do. 1,834,388	2,970,482	2,000,890
Corn meal.....	" ....	.....	35,949
Barley.....	bush. 1,037,293	868,115	1,417,827
Oats.....	do. 747,930	868,084	1,014,677
Bran and ship stuffs.....	lbs. 172,578	242,755	927,853
Peas and beans.....	75,808	160,234	89,382
Potatoes, bus.	53,109	117,918	123,269
Dried fruit, lbs.	164,533	78,007	132,019

MANUFACTURES.

Dmstc. sprts. gals.	385,471	626,938	394,301
Linseed oil.....	" ....	.....	591
Oil meal and cake.....	lbs. ....	.....	501
Starch.....	" ....	.....	144,054
Leather.....	" 680,842	885,080	1,148,068

Agricultural im-

plements.....	" ....	.....	777
Bar and pig lead.....	" 3,875	503	4,300
Pig iron.....	" 172,931	96,362	52,766
Castings.....	" ....	.....	47,428
Machines and parts thereof.....	" ....	.....	27,895

Bloom and bar

iron.....	" 744,687	558,120	448,815
Iron ware.....	" 80,993	52,131	.....
Domestic wool-lens.....	" 882,851	895,991	891,204
Domestic cot-tons.....	" 622,652	698,816	558,532
Domestic salt.....	" 106,522	73,666	52,612
Foreign salt.....	" ....	.....	5,311

OTHER ARTICLES.

Live cattle, hogs and sheep.....	" ....	.....	47,349
Stone, lime and clay.....	lbs. 92,379	74,060	118,482
Gypsum.....	do. 8,336	5,742	14,949
Eggs.....	do. ....	.....	197,544
Mineral coal do.	108,656	56,633	90,951
Fish.....	do. ....	.....	14,319
Copper ore, do.	" ....	.....	15,747
Flint enamel- ed ware.....	do. ....	.....	240
Sundries.....	do. 2,001,252	2,183,548	1,823,913

STATEMENT.

Showing the aggregate value of the property which came to the Hudson river, on all the canals, during the years 1848, 1849 and 1850, under the divisions as specified in the above table.

	1848.	1849.	1850.
The Forest...	\$6,909,015	\$7,192,796	\$10,315,118
Agriculture...	37,336,290	38,455,456	38,311,543
Manufactures	3,834,360	3,899,238	3,967,171
Merchandise	593,619	508,048	563,615
Other articles	2,210,623	2,319,983	2,323,494

\$50,883,907 \$52,375,521 \$55,480,941

GENERAL MOVEMENT.

Statement of the tonnage and value of the property which went from the Hudson river on all the canals during the seasons of 1848, 1849 and 1850:

	Tonnage.	Value.
1848.....	329,561	\$74,943,450
1849.....	317,364	75,266,073
1850.....	441,593	85,177,068

Statement of the tonnage and value of the property which came to the Hudson river in the same years:—

	Tonnage.	Value.
1848.....	1,447,905	\$50,883,907
1849.....	1,579,946	52,375,521
1850.....	2,034,018	55,480,941

The aggregate movement from and to the Hudson river during the same years and the aggregate value of the property transported, is as follows:—

	Tonnage.	Value.
1848.....	1,777,466	\$125,827,357
1849.....	1,885,416	127,038,569
1850.....	2,475,600	140,658,009

The value of domestic produce exported from the United States, exclusive of specie, during the fiscal year, ending June 30th, 1850, was \$134,700,233. The value of all the property arriving at and shipped from the Hudson river on the canals during the past season, was \$140,658,009, thus showing that the value of the property carried on the canal exceeds the exports in value to the amount \$5,957,776.

The following statement exhibits the amount of tolls on all the canals for four seasons:—

1847....	\$3,635,380	1849....	\$3,268,206
1848....	3,252,212	1850 about	3,276,903

The amount received the past season exceeds that of 1849 by \$8,697, and it is greater than any previous season except the memorable year of 1847.

Coal Trade for 1850.

We copy from the Philadelphia Price Current, the following brief notice of the Anthracite Coal Trade for 1850.

During the past year up to the first of September, the demand for coal was limited, the market dull, and prices depressed and low, the cargo price being \$3 25 to \$3 75 per ton. On the 18th of July a violent freshet injured the Lehigh, Schuylkill Lackawanna and North Branch Canals, and prevented supplies from being shipped on them for several weeks. On the 2nd of September a more violent freshet swept away portions of the Schuylkill canal, and has since stopped all shipment of coal on it. The Reading railroad was considerably injured, and business on it was suspended for 12 days. The Lehigh Lackawanna and North Branch canals also sustained more or less injury. The stock of coal being light the dealers immediately advanced the price \$1 per ton, and an active demand for the supply of other markets took place. The increased price affording a fair remuneration, stimulated the operators to increase their supplies, and every effort has since been made to prevent a deficiency in the quantity of coal required for consumption. The Reading railroad for several successive weeks brought down about 50,000 tons weekly, and thus prevented a further advance in prices. The Lehigh and Lackawanna canals also exerted themselves, and by additional prices for freight, increased their shipments.

The supplies of coal sent to market from the Schuylkill regions in 1850 have been:

	By Railroad.	By Canal.
Port Carbon, tons	499,016 14	129,478 00
Pottsville.....	179,133 08	40,281 02
Schuylkill Haven	567,557 19	93,418 13
Port Clinton.....	184,109 02	24,853 05

1,423,817 03 288,031 00

On the Lehigh, the canal was injured, and the Beaver Meadow railroad seriously too. The total supplies in 1850, were 722,688 tons.

Of the Lackawanna coal there were brought to tide-water, by Delaware and Hudson canal, in 1850..... 432,692 tons.
Also from Pennsylvania Coal Company's mines by same route..... 111,495

Total..... 543,886 tons.

The enlargement of the Delaware and Hudson canal which has been some time in progress, will be completed before the opening of the spring navigation. The mechanical structure is finished, and the only portion of the work to be completed is the excavation, which is rapidly progressing. At present the boats only carry 50 tons of coal, but when the enlargement is completed they can carry 120 tons, which will more than double the facilities for transportation.

From Pine Grove, the shipments in 1850, were 62,809 tons of which 28,436 tons passed out of the Union canal at Portsmouth, and the balance 34,373 tons were consumed along the line of the canal. There were transported from the mines to Pine Grove, during the year, 70,861½ tons of coal.

From the Wyoming region the shipments were materially interrupted by injury done the canal by the freshets. The total shipments in 1850, were 275,109 tons.

The quantity of coal sent to Sunbury from the Shamokin mines was 19,863 tons.

Of Lykens Valley Coal, the shipments were 35,000 tons.

RECAPITULATION.

Schuylkill Region.....	1,711,847
Lehigh.....	722,688
Lackawanna.....	543,886
Wyoming.....	275,109
Pine Grove.....	62,809
Lykens Vally.....	35,000
Shamokin.....	19,863

Total..... 3,371,503

Left on the line of the railroad..... 166,922 tons.
Left on the Schuylkill canal..... 40,281

Total..... 207,273

The quantity of coal shipped from Richmond, the termination of the Reading railroad in 1850, was 1,075,344 tons, which was carried to other places in 7,549 vessels, of various descriptions.

Statement of the amount of coal transported over the Reading railroad in 1850:

	To Richmond, Phia.	Other Places.
From Port Crbn,	362,299 09	63,092 10
Pottsville,	166,830 16	3,601 13
Schuylkill Hav.	434,378 12	68,009 13
Port Clinton,	112,006 16	46,803 05

Total, 1,075,317 13 181,507 01 166,902 09

Total amount, 1,423,817 03

Clearances of Vessels from the Ports of the United States.

The total Tonnage of the Clearances from the ports of the United States for the fiscal year ending 30th June, 1850, as appears by the report of the Register of the Treasury, was 4,361,002. The total number of vessels was 18,195—of which 8,379 were American, and 9,816 Foreign. The tonnage of those cleared in New York was 2,149,096. The number of American vessels being 3,610 of foreign 3,693.

The States of Kentucky, Missouri and Delaware are without clearances.

From California, 180,128 was the total tonnage, being 623 vessels—of which were foreign, and 303 American.

The figures for 1850 compare with those of 1849 as follows:

	1850.	1849.
Tonnage American.....	2,632,788	2,753,724
" Foreign.....	1,728,214	1,675,709
Vessels—American.....	8,379	11,446
" Foreign.....	9,816	8,847

Deduct tonnage of California, 180,128 tons, from the aggregate foreign and American this year, & we have a balance of..... tons 4,180,874
Compare with last year..... 4,419,433

Showing a falling off this year of..... 238,559

Also a decrease of American tonnage of... 120,937
" an increase of foreign tonnage..... 52,505

The number of men and boys clearing this year, compared with last year was as follows:

Men Amer. Vs. 102,888	109,934
Boys	3,865—106,753
Men forgn. Ves. 86,886	89,579
Boys	2,232—89,118

195,371 205,054

Men in Am. & for vs. 180,774 198,928

Boys

Total this year as above..... 195,781
Total last year..... 205,054

Decrease this year 9,183 men and boys.

Imports for 1850.

The following table exhibits the amount of imports for the past year, and the various articles which makes up the aggregate.

Gold and silver coin and bullion.....	\$4,628,792
Tea, number of lbs. 28,752,817.....	4,588,373
Coffee " " 114,986,805.....	11,215,076
Copper and copper ore.....	910,946
Sheathing metal.....	484,168
Wearing apparel, and personal effects of emigrants.....	151,689
Articles the production of the U. States, brought back.....	195,497
Guano, tnns, 11,740.....	91,948
All other articles free of duty.....	443,893

Total amount of articles free of duty. \$22,716,382

Articles paying duties.

Manufactures of wool, including carpeting.....	\$17,151,566
Manufactures of cotton.....	20,108,719
Manufactures of silk and raw silk.....	18,041,009
Silk and worsted goods.....	1,653,809
Manufactures of flax.....	8,134,674
Manufactures of hemp.....	336,541
Cotton bagging.....	251,906
Ready made clothing and articles of wear.....	813,261
Linen and cotton laces insertions braids trimmings, etc.....	858,552
Hats, caps, bonnets, etc., of Leghorn straw, chip, grass, palm-leaf, etc....	1,190,135
Bar iron rolled, 4,959,022 cwt.....	7,397,166
Bar iron, hammered, 294,132 cwt.....	744,735
Pig iron, 1,497,487.....	950,660
Old scrap iron.....	161,981
Hoop and sheet iron.....	835,996
Cast, German, and other steel.....	6,242,607
Copper, and munuf. of copper paying duties.....	1,506,734
Brass, and manufactures of brass.....	179,893
Tin, and manufactures of tin.....	3,151,319
Lead and manufactures of lead & pewter	1,192,999
Watches and parts of watches.....	1,663,921
China, Porcelain and earthenware.....	2,921,986
Furs and manufactures of furs.....	974,276
Leather and tanner skins.....	970,059
Manufactures of leather.....	1,137,511
Raw hides and skins.....	4,799,031
Wines.....	2,065,922
Distilled spirits 5,336,154 gallons.....	3,134,394
Beer, porter and cordials.....	208,749
Molasses 25,044,835 gallons.....	2,890,185
Linseed oil 1,513,117 gallons.....	848,672
Sugar, and sugar candy, 218,439,055...	7,558,544
Raisins, and other fruits and nuts.....	1,191,373
Spices.....	706,262
Manufactured tobacco, cigars and snuff	1,743,341
Manilla hemp and other hemp not manufactured.....	1,239,176
Wheat, Barley, Rye, Oats, Wheat, Flour and Meal.....	2,246,734
Merchandise not specially enumerated in report on commerce, paying duty from 5 to 40 per cent.....	10,845,919
All other articles enumerated in said report, paying duty.....	16,070,428

Total amount of imports upon which duties are paid..... \$155,427,936

Recapitulation.

Amount imported free of duty..... \$22,710,382
Amount imported paying duties..... 155,427,936

Aggregate amount of imports..... \$178,138,318
Total amount excluding coin & bullion \$173,509,536